

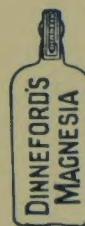
# THE ILLUSTRATED LONDON NEWS



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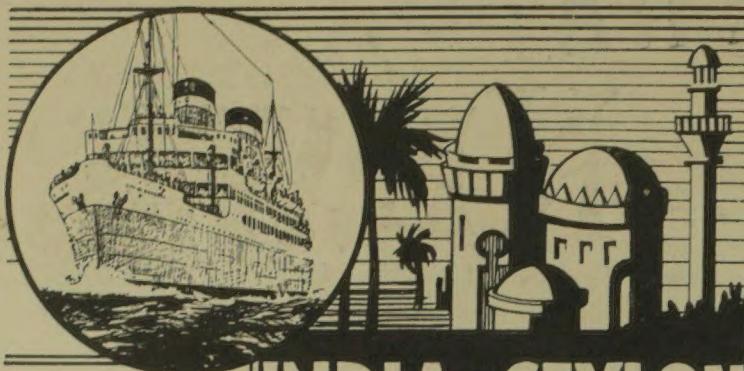
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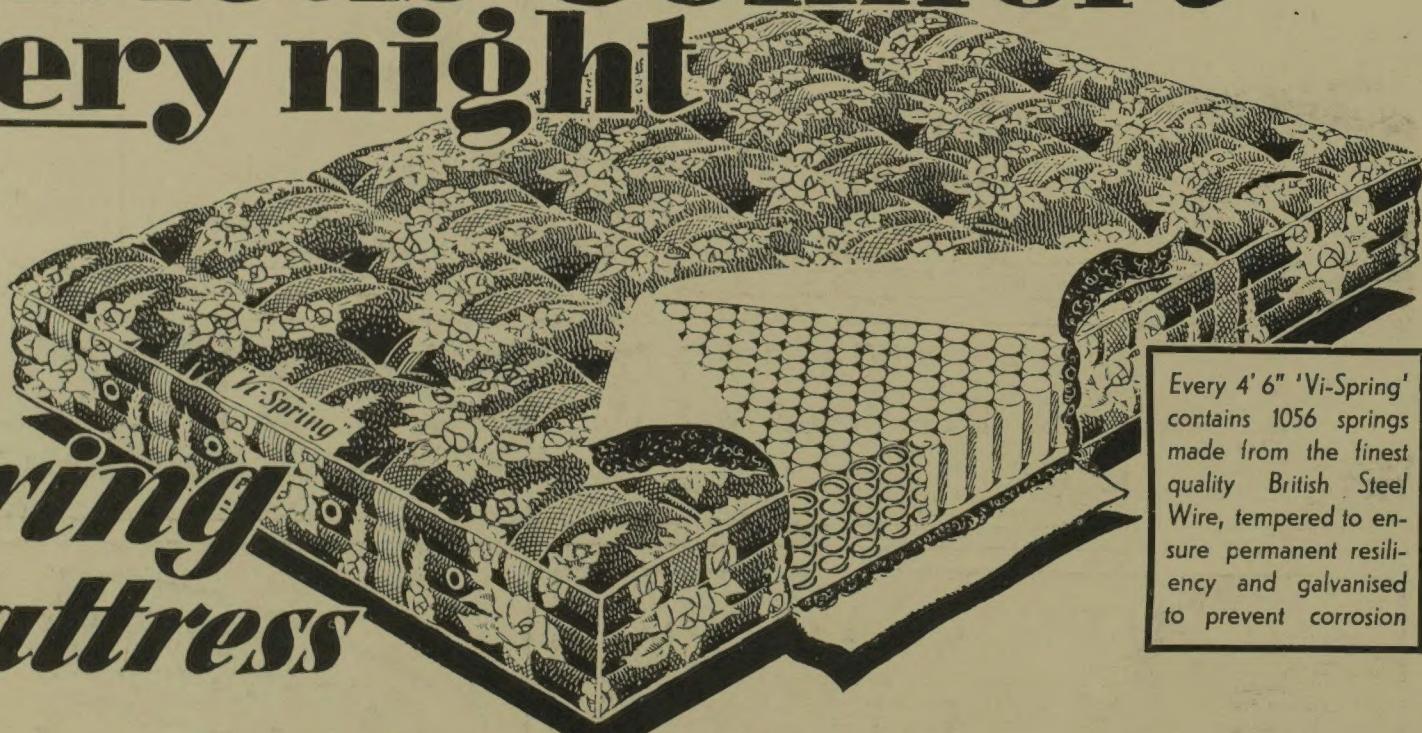
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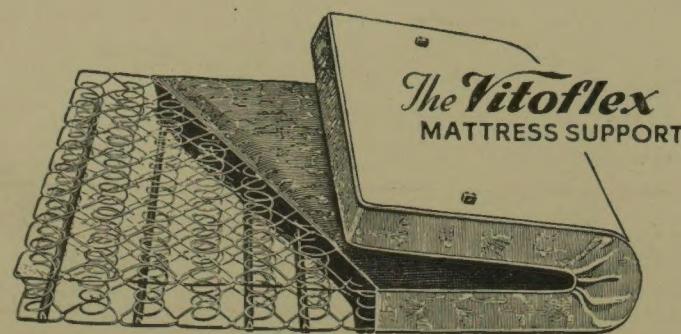


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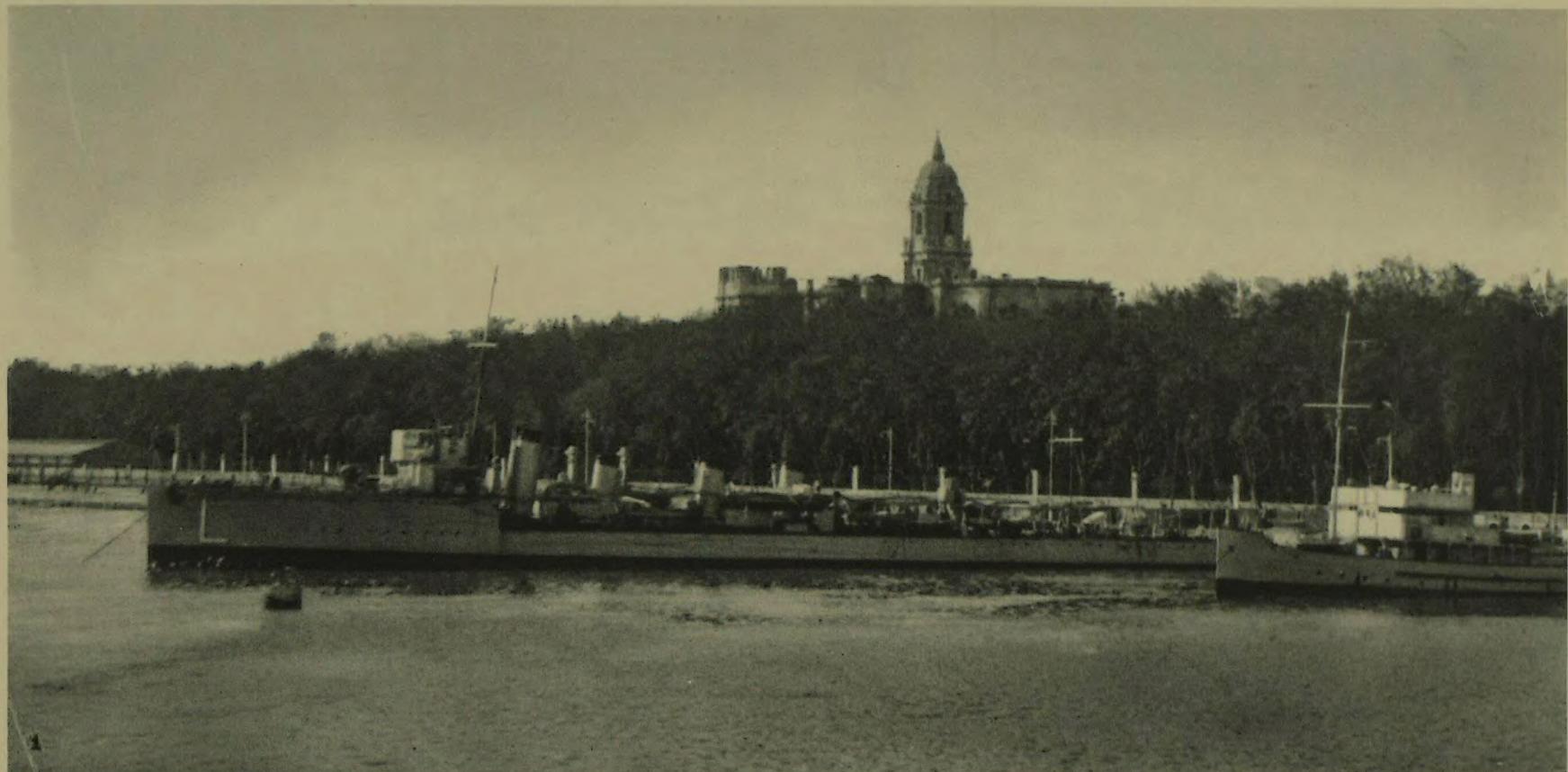
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SATURDAY, AUGUST 8, 1936.



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1. THE LOYALIST WATCH ON THE STRAITS: SPANISH GOVERNMENT WARSHIPS AT ANCHOR IN THE HARBOUR OF MALAGA, A TOWN THAT HAS SEEN MUCH FIGHTING.
2. IN MALAGA, FOR WHICH INSURGENT MOROCCAN TROOPS LEFT ALGECIRAS ON AUGUST 2: HOUSES FROM WHICH A NUMBER OF REBEL SNIPERS HAD FIRED SET ABLAZE.

## CIVIL WAR IN SPAIN: MALAGA, FROM WHICH LOYALIST WARSHIPS SAILED TO SHELL REBELS ASHORE.

Malaga became an important strategic point on the outbreak of the Spanish civil war. The success of the rebels in the South depended greatly on the reinforcements they could bring from Spanish Morocco, where thousands of well-trained native troops were at their disposal. The Spanish fleet, however, was for the most part loyal to the Government, and it undertook the task of patrolling the Straits, so that Moroccan troops could only be brought to Spain in dribs and drabs, by

night or in aeroplanes. Malaga was the fleet's only available base in the neighbourhood, since the whole of Spanish Morocco and the Spanish coastal towns west of Gibraltar, such as Cadiz and Algeciras, were in rebel hands. Hence the repeated attempts on the part of the rebels to take Malaga by land. On August 3 the battleship "Jaime I.", the cruiser "Libertad" and the destroyer "Churruca" shelled rebel positions on either side of Gibraltar.



By ARTHUR BRYANT.

THE papers—I am writing in the last week of July—are full of news, and of the most alarming kind. Men are marching and countermarching, flinging up their arms with clenched fist or outstretched palm in angry salute, burning churches and making the streets of ancient towns run red with blood. Bombs are apparently falling like hail in the Straits of Gibraltar, batches of priests are being massacred by progressively-minded young Communists, and progressively-minded young Communists are being bundled against walls by the military and summarily shot. Elsewhere there is talk of wars and leagues, of pacts that spell marching armies and droning aeroplanes, and pogroms, and battlefronts, and assassinations. It's a mad world, my masters.

Just at the moment of writing these lines I looked out of the window of the train on which I was travelling and saw three girls standing in a meadow beside a river with their arms raised in salutation. No fiercely moustached would-be dictator or self-acclaimed hero of the Popular Front was among my fellow-travellers to account for this demonstration of solidarity, and it seemed that the girls were only waving at the train, which happened to be the 6.13 local, the most humdrum, ordinary, pedantic, and surely one of the slowest trains in the world. For, happily both for myself and the girls by the rail-side, we were in England. Here, if arms are raised, it is not to salute a demi-god or insult a neighbour, but to hail a bus or to drive a ball over a net or down a grass fairway. This is the land where the things that matter are little things that do not apparently matter at all, the kind of things that no great man ever thinks it worth while bothering his head about. Her most famous battle, it was said by her most famous soldier, was won on the playing-fields of a school in the fields beside the Thames, ten minutes from Slough Station (there wasn't even a station then); her favourite hero died murmuring like a child, or even a schoolgirl, "Kiss me, Hardy." The rods and axes, by which her ancient laws are administered and her peace preserved, are a walking-stick and an umbrella. Her Statue of Liberty is the parish pump. It is fortunate, for us who are her sons, that it is so.

For it now happens that just when so many of our neighbours are exercising their minds about revolutions and civil wars, ours are concerned almost exclusively with the more congenial topic of our annual holiday. We may scan the papers anxiously and shake our heads over the doings of the blood-thirsty Fascists or wicked Reds (according to our political convictions), but we really care very little

what their doings are so long as they do not interfere with ours. I doubt whether in this month of August there is one Englishman in a hundred who would even alter the time of his train to Blackpool or Inverness if he were told that by doing so as an individual he could change the course of political events on the Continent. After all, there is something more important for Englishmen to do at this time of the year than fuss about politics.

Our foreign friends are sometimes shocked by this absorption of ours in trifles. They accuse us of being wanting in romantic feeling; our patriotism, if it exists, is indistinguishable from Bumbledom;

practice they frequently assume a different shape. They have to be carried out not by angels, but by human beings with all the imperfections of human beings. In the process they suffer a change, seldom into something particularly rich, and nearly always into something very strange. Thus, in actual reality, the ideal of racial purity is apt to take the ugly form of a mob of bullies harrying a defenceless Jew or negro, and the inspiring cause of the solidarity of the working classes too often degenerates into a gang of roughs burning a nunnery or helping themselves to a good citizen's savings. Justice and the well-being of the greatest number are usually best served by a community which dispassionately and rationally

devotes itself to following the line of its best advantage. In the long run it will generally be found to be everyone else's, too.

It is beginning to appear so today. Because the people of this prosaic island have been selfish and have refused to follow the logical implications of the idealists who, in the pursuit of the cause of world peace, would have had them plunge poor, suffering mankind into another universal war, there at least remains a considerable portion of the globe in which a man can sit at peace under his own fig-tree, or even, if he is moderately lucky, strap his trunks for his annual holiday. It is all, doubtless, very unromantic and humiliating, but then, it is as well to remember that human beings are condemned by virtue of their natures to a good deal both of the unromantic and the humiliating. We are not gods, and it is no use



LORD WILLINGDON INSTALLED AS LORD WARDEN AND ADMIRAL OF THE CINQUE PORTS: THE FORMER GOVERNOR-GENERAL OF CANADA AND VICEROY OF INDIA REPLYING TO AN ADDRESS OF CONGRATULATION AT THE CEREMONY AT DOVER.

Lord Willingdon was installed Lord Warden and Admiral of the Cinque Ports on July 30. He was received at Dover Castle by the Mayors of the Ports, Ancient Towns, and Limbs, and by the Barons who attended the Coronation of King Edward VII. or that of King George V. The Archbishop of Canterbury pronounced the hallowing prayer and gave an address. A procession was then formed to the Close of Dover College. There the Grand Court of Shepway was installed, with traditional ceremony, in a marquee. The Mayor of Rye, Mr. E. F. Benson, who had been selected as Speaker, requested the Lord Warden to take up his office. Lord Willingdon replied to a congratulatory address and spoke of his pride in seeing his name added to the long list of distinguished men who had held that high office.

and we are so lacking in political imagination that we do not even perceive the implication of our own actions. A nation of shopkeepers, as Napoleon called us, we have established a world empire for no higher motive than a shopkeeper's convenience. Being shopkeepers, we only wanted to sell our goods, and, when we concerned ourselves in the affairs of the world, it was merely for this sordid purpose, because, forsooth, if we couldn't get rid of our wares, we shouldn't be able to take our yearly trip to Brighton or buy our careful wife a new bombazine gown. As for fighting for an ideal, like the ragged doctrinaires of France who manned the barricades again and again in defence of a philosophic conception of freedom, England never stirred for anything but her own material interests. And for all the fine words of our statesmen and idealogues, the cap still seems to fit.

And perhaps, on the whole, for all its homely and unromantic texture, it is no bad cap for a nation to wear. Ideals are all very well on paper, but in

pretending we are. For when we give ourselves the airs of angels, we generally end by wearing the tails of asses.

Too many idealists in pursuit of their ideals are not good for anyone: they are rapidly making the world intolerable. What, then, is the cure? Nearly two hundred years ago a great Frenchman provided the answer: "*Il faut cultiver notre jardin.*" There in Doctor Ralph's immortal conclusion is probably the best and only hope of mankind. Common sense, hard work, patience, and an invincible determination to make our own particular niche in the world rather more comfortable than we found it, is the surest way to help not only ourselves but others. We have only to look after the pennies for the pounds to look after themselves. This horse-wisdom was long regarded in the past as the peculiar political virtue of the people of Britain. If we can but practise it, there is a reasonable chance that we may once again save ourselves by our exertions and Europe by our example.

## CIVIL WAR IN SPAIN: STUBBORN FIGHTING NORTH OF MADRID.



VOLUNTEERS ARMED BY THE GOVERNMENT LEAVING MADRID IN MOTOR-COACHES TO FIGHT AGAINST THE REBELS IN THE MOUNTAINS NORTH OF THE CITY: CITIZENS OF THE CAPITAL GIVEN AN ENTHUSIASTIC SEND-OFF BY CHEERING CROWDS.



CHECKING GENERAL MOLA'S ADVANCE ON MADRID FROM THE NORTH: TROOPS AND CITIZENS GETTING A FIELD-GUN BATTERY INTO POSITION IN AN OPEN STRETCH OF GROUND AMONG THE HILLS.

THE rival claims issued each day by the Spanish Government and the rebels were as often as not directly contradictory, so that it was difficult to estimate how the situation stood at any given time. Both sides agreed, however, that on July 27 heavy fighting opened in the Sierra de Guadarrama, the high mountain range a little north of Madrid. Its outcome, at the time of writing, was uncertain. On July 27 the Government claimed that the rebels in that sector were being severely handled and could hardly hold out for long; and on the next day admitted that progress there was slow and difficult, the terrain lending itself to delaying tactics. On July 30 they said they were gradually wearing down their opponents in the north, declaring that the enemy were tending to break up into small bands and adopt guerilla tactics. Meanwhile General Mola, commanding the rebels in the north, repeatedly claimed successes and announced that the fall of Madrid was imminent. An opposition Government was set up at Burgos, with General Cabanellas as President. There was a lull in the fighting for a few days, and then, on August 3, a fresh outburst of activity was announced in the Guadarrama sector.



ONE OF THE FIRST PHOTOGRAPHS OF THE SPANISH REBEL FORCES IN ACTION TO LEAVE THE COUNTRY: ARTILLERY DEFENDING THE SOMOSIERRA PASS, IN THE GUADARRAMA RANGE NORTH OF MADRID, AGAINST GOVERNMENT FORCES; SHOWING (IN THE BACKGROUND) FIELD PIECES FIRING FROM A HAY-FIELD.



A GREAT AMOUNT OF COMBINED ENERGY BEING USED TO LOAD A FIELD GUN ON TO A TRUCK: YOUNG GOVERNMENT TROOPS IN MADRID PREPARING TO MEET THE REBELS' ADVANCE ON THE CAPITAL FROM THE NORTH.



A WOMAN WHO FOUGHT FOR THE GOVERNMENT BEING HELPED TO HOSPITAL AFTER BEING WOUNDED IN THE GUADARRAMA FIGHTING: ONE OF THE MANY AMAZONS WHO PLAYED THEIR PART IN THE DEFENCE OF MADRID.



CIVIL WAR IN SPAIN: A CONTOUR MAP SUMMARISING THE RESULTS OF THE GENERAL ELECTIONS (OF REPUBLICANS, SOCIALISTS, AND COMMUNISTS), (C) CENTRE PARTY MAJORITY, AND (R) RIGHT.

The civil war that began in Spanish Morocco on July 18 spread to Spain at once and soon raged in almost every one of the fifty provinces: waged by troops and armed civilians alike and conducted on both sides with ferocity. This bitter strife was a sequel to, and in great part arose from, the general elections held in February of this year. The elections were won by a group of Left parties forming the "Frente Popular"—the result of an electoral pact between three parties of the Republican Wing, led by Señor

Azaña and Señor Quiroga, and the Socialists and Communists. (The almost simultaneous success of a similar Front Populaire in France should be noted.) The elections, which are conducted in Spain on a system of proportional representation, gave the uneasy alliance of the Left parties a majority of about a hundred over the Right and Centre parties combined. Their victory was followed by a general increase of political crime and social disorder. Strikes, church-burning, and political assassination became rife; and the

DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS, WITH THE COURTEOUS

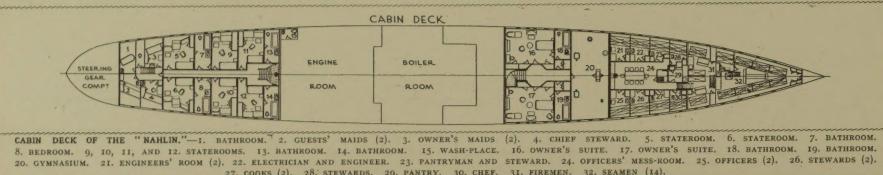
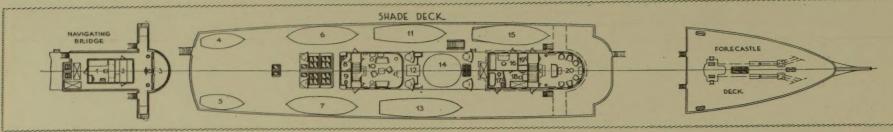
OF FEBRUARY, FROM WHICH THE PRESENT CONFLICT AROSE, SHOWING (L) LEFT-WING MAJORITIES WING MAJORITIES (INSET: ABOVE) SPANISH, MOROCCO, AND (BELOW) THE STRAITS OF GIULF OF

Government's extremist allies called for the abolition of the Army and Police. The Army, which has never been afraid to meddle in Spanish politics, grew frightened; and a widespread military conspiracy was the result. The recent murder of Señor Calvo Sotelo, the outstanding political figure of the Right, by the Government's Shock Police, precipitated an inevitable conflict. The rebellion was carefully planned, and the course it took has been outlined in previous issues. By the middle of the third week's fighting the positions still

held strongly by the rebels corresponded in great degree with the districts where the Right was successful in the February elections—as shown in this contour map. Roughly speaking, the Right obtained majorities in Old Castile, Leon, Navarra, La Mancha, Teruel, and the Balearic Islands. In Old Castile, the rebels were strong in Navarra and Andalusia, and set up a royal Government at Burgos. With the important exception of Malaga, they held most of southern Spain, including Cadiz, Seville, Granada, and Murcia.

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## CHARTERED BY THE KING FOR HIS HOLIDAY CRUISE:



THE DRAWING-ROOM ON BOARD THE "NAHLIN": A BEAUTIFUL INTERIOR DESIGNED BY SIR CHARLES ALLOM, FOUNDER OF WHITE, ALLOM AND CO.



THE GYMNASIUM, PLACED FORWARD OF THE OWNER'S SUITES: A ROOM EQUIPPED WITH A ROWING-MACHINE, A VIBRATOR, AND OTHER ACCESSORIES.



THE DINING-ROOM, DECORATED IN THE STYLE OF THE WILLIAM AND MARY PERIOD: A ROOM OCCUPYING THE FOREMOST PART OF THE DECK-HOUSE.

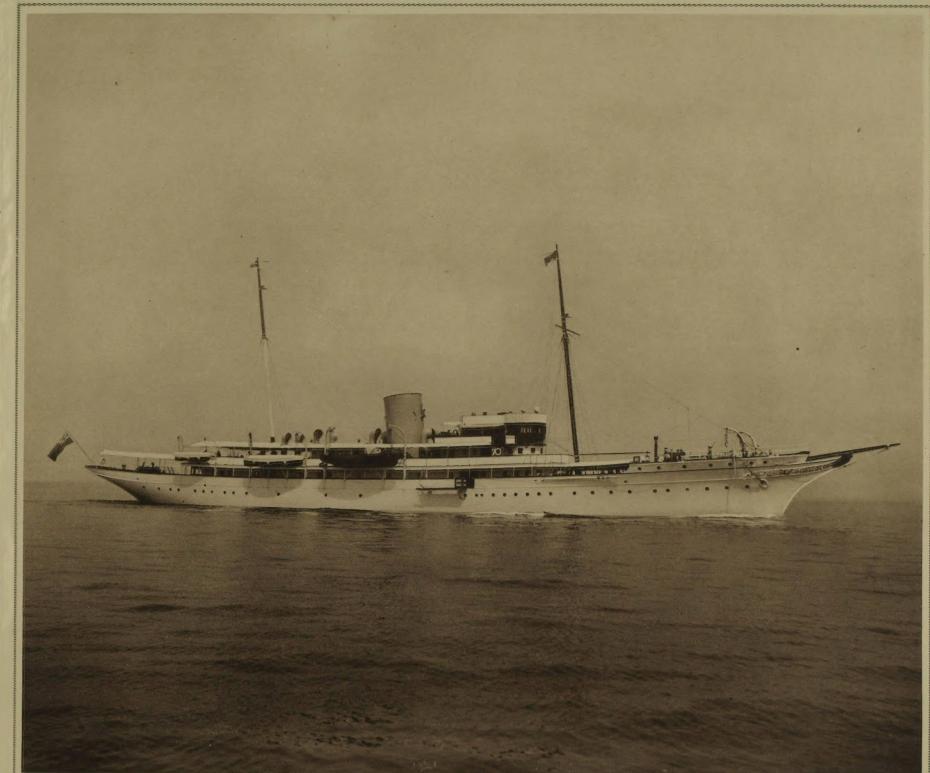


A CORNER OF THE OWNER'S BEDROOM, SITUATED ON THE CABIN DECK FORWARD: ONE OF TWO OWNER'S SUITES ON BOARD.

The King's decision to cancel his proposed holiday at the Château de l'Horizon, Cannes, was announced at Buckingham Palace on July 27. His Majesty's change of plans was due to the civil war in Spain. Realising that the responsibilities of the French authorities, already heavy, had been greatly increased by the Spanish troubles, he did not wish to add to those responsibilities at the present time. On July 30 it was stated officially that the

King had chartered Lady Yule's yacht "Nahlin" for a holiday cruise, and on August 1, after taking stores aboard, she sailed from Southampton for an unknown destination, where the King would join her. The "Nahlin," one of the largest privately-owned pleasure craft constructed in this country for some time, is a twin-screw oil-fired steam yacht of 1574 tons. She was built to the order of Lady Yule, the widow of Sir David Yule, by Messrs. John

## THE 1574-TON STEAM YACHT "NAHLIN"—("FLEET FOOT.")



THE "NAHLIN"—A GENERAL VIEW SHOWING HER GRACEFUL LINES, WITH CLIPPER STEM AND LONG COUNTER: A BEAUTIFULLY FURNISHED AND EQUIPPED VESSEL, WHICH HAS CRUISED WITH THE OWNER, LADY YULE, IN ALMOST EVERY PART OF THE SEAS.—[Photograph by Beken and Son, Cowes.]



PART OF THE LIBRARY AND SMOKING-ROOM, WHICH IT IS REPORTED, THE KING HAS ARRANGED TO USE AS HIS CABIN: AN APARTMENT ON THE SHADE DECK.



TAKING IN OIL AND STORES AT SOUTHAMPTON: THE "NAHLIN" BEFORE SAILING ON AUGUST 1 FOR THE KING'S PLACE OF EMBARKATION FOR HIS CRUISE.

Browne and Co., of Clydebank, in 1930. The design was prepared by Messrs. G. and Watson and Co., of Glasgow, who also supervised the construction of the vessel on behalf of the owner. The "Nahlin" has a cruising range of 5000 miles and a speed of 17 knots. Her name is of North American Indian origin and signifies "fleet foot." The graceful clipper bow is ornamented with a figurehead representing a Red Indian in feathers and

war-paint. There are two owner's suites, situated on the cabin deck forward, and six guest's staterooms, on the cabin deck aft. With the guests' staterooms are four bathrooms. It has been reported that the King has arranged to use the former library and smoking-room as his cabin, since it is isolated, airy, and fairly spacious. This room is situated on the shade deck, a little aft of the funnel. Its position is shown in the upper diagram.



## THE WORLD OF SCIENCE.

### THE MOULDING EFFECTS OF CHANGED HABITS.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

THE way in which animals are moulded by the mode of life they lead is brought out with singular forcefulness in the case of the carnivora. When we come to survey this group as a whole, we find it has split up into a number of very different types whose peculiarities can be directly associated with the pursuit of different types of prey. Some have ceased to be "flesh-eaters" and have taken to a diet of insects; some have become vegetarians. Some pursue their victims amid the branches of trees or in the open sea. Very radical structural changes are commonly consequent on these changed modes of life, though some show a great freedom in the range of their activities and no consequent changes of structure. Thus the leopard and the lion present no very marked differences, save in coloration and size. But the leopard hunts as successfully among the branches of forest trees as the lion in the open plains. This arboreal life, however, has effected no change in its structure as between it and the lion, because no small part of its food has to be hunted on the ground. These varied aspects surely afford convincing evidence that *habit* precedes structure; and that structural changes follow, infinitely slowly, only where some intensive mode of life is pursued.

It is these changes of habit—probably with a change in the choice of food as the inciting cause—which have given us the strangely different types of carnivora we know to-day. Take the bears, for example. Evidence from fossils shows us that the dogs are derived from some civet-like ancestor, and that some primitive, ancestral type of dog gave rise to a branch which, in due time, developed into the bears. Now these were originally all carnivores, but later many became largely vegetarian, as in the brown bear, and this change of food has very materially changed the form of the "grinders," which have broad, flat surfaces making very perfect crushing organs. Some will eat fish as well as flesh. The polar bear shows us the results of an intensive pursuit of prey of this nature. But the fact that though all its food has to be obtained from the water in which much of its life is passed, the typical bear-like form of the body is unchanged, because much of its energies has to be spent in walking over the ice-fields. The seals and sea-lions carry us very much further. The sea-lions can no longer walk, but only shuffle along the ground in the very edge of the sea. Their fore-limbs have become "flippers," and the hind-limbs reduced out of all semblance to their original shape as walking limbs. In the seals this transformation has gone further still, for the hind-limbs are now permanently extended backwards to serve the ends

of swimming, and in both the tail is represented by no more than a mere vestige. Now in both these types every morsel of food they eat has to be caught by strenuous chase in the water. And in the matter of their teeth they show many and often singular changes or modifications of the typical carnivore teeth seen in the cat and dog tribe. These changes are especially marked in the crab-eating seal, which lives entirely on small crustacea.

almost dog-like face. But the head of cynogale is broad and flat, while the toes are short and partly webbed. It lives mainly in the water, feeding on fish, fresh-water crabs, and such land animals as it can catch on the ground, and it will even climb trees in their pursuit! But fish would seem to form its staple diet, for the crowns of the cheek-teeth, or grinders, are unusually tall, to aid in gripping such slippery prey.

An animal nearly related to the cynogale is the strange-looking binturong, or "bear-cat," ranging from Assam, through Tenasserim, to the Malay Peninsula, Sumatra, and Java. It is a queer-looking creature: about 2 ft. 6 in. long, not counting the long tail, black in coloration, with curiously small brown eyes. It seems to be rather nearly related to the "palm-civets," and is arboreal in habits. The tail, which, as I have said, is long, is prehensile, like that of that strange animal, the South American kinkajou, a relative of the raccoons. It again is a creature of strangely varied tastes in the matter of food, which ranges from fruits to earthworms, insects, fishes, birds, and mammals! The last-named may be taken unawares at night, for it is nocturnal in its habits and slow in its movements. The binturong is evidently not one of "the winners in Life's race," for it forms a genus by itself and is the only species of that genus.

And now I come to another of these isolated types of carnivores—Hardwicke's civet-cat (*Hemigale Hardwicki*), a Malayan animal also, be it noted, one of the civet tribe. This is remarkable chiefly on account of its coloration, which, as seen in the photograph (Fig. 2), consists of five or six dark bands on a light background, and rings round the tail. So little is known of the habits of this species, and of one other found only in Borneo, that no one has been able to associate this unusual coloration with the haunts in which these animals live.

We have seen that carnivores can become fruit- and insect-eaters, but now I come to an "insectivore" which



I. A MAMMAL WITH A REMARKABLY VARIED DIET: THE BINTURONG, OR "BEAR-CAT" (*ARCTITIS BINTURONG*), OF THE MALAYAN PENINSULA, WHICH FEEDS EQUALLY READILY ON FRUIT, EARTHWORMS, INSECTS, FISHES, BIRDS OR OTHER MAMMALS!

The Binturong is a rare animal, related to the "palm-civets." It is a dweller among trees and hunts at night, in spite of the smallness of its eyes. Its geographical range extends from Assam, through the Malay Peninsula, to Sumatra and Java.

Photographs by D. Seth-Smith.

Perhaps the most striking change of all is that seen in the walrus, wherein the cheek-teeth, or "grinders," have been reduced in number and to mere blunt pegs, while the canines have grown into enormous tusks, used largely, apparently, as "ice-hooks" to help the animal to haul itself out of the water when it desires to come ashore to rest or for breeding purposes. Profound changes such as these cannot be explained as the result of "natural selection" seizing, so to speak, on small variations arising "haphazard." They are the effects of persistent use of the several parts and organs, which have thus become slowly transformed.

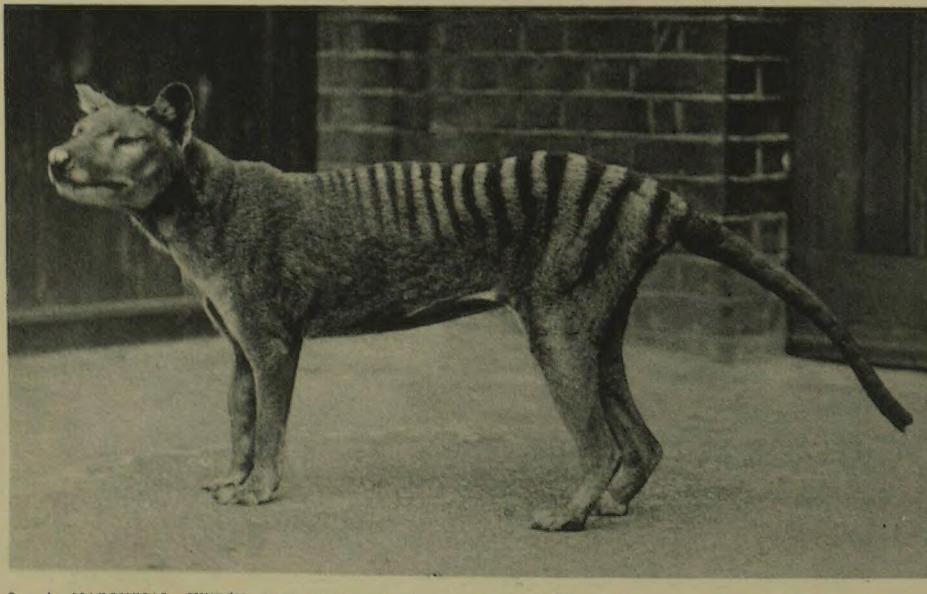


2. HARDWICKE'S CIVET (*HEMIGALE HARDWICKI*): A NEAR RELATION OF THE BINTURONG, BUT DIFFERING FROM IT ENTIRELY IN GENERAL BUILD AND COLORATION.

Now let me take some other and less familiar types of carnivores, beginning with a very rare animal, the cynogale (it has no English name), which is one of the civet tribe. Its geographical range extends from the Malay Peninsula to Borneo and Sumatra. In general appearance it suggests a small otter, some two feet long, with a short and rather bushy tail, but it is surely one of the most versatile of all the carnivores. The civet, it must be remembered, is a rather cat-like animal in its general appearance, but with a sharp,

has turned "carnivore"—this is really very remarkable, for the great group which we term "insectivores" are not even remotely related to the carnivora. The insectivores include such well-known animals as the hedgehogs, shrews, and moles—but also that extremely rare animal, the potamogale, of West Africa. Here we have yet another and a very striking example of an animal departing widely from the rest of its tribe in response to changed feeding habits. In its general appearance it resembles a small otter, just under a foot long, and with an equally long tail laterally compressed. The muzzle is broad and flat, and bears long bristles. Its external conformation is entirely that of an aquatic animal, but its teeth are unequivocally those of an insectivore. Haunting rivers, it is said to pursue its prey with astonishing speed, driven along by the oar-like tail, and returning to land, like an otter, with its booty.

Finally, let me cite the case of that strange creature the thylacine, or Tasmanian wolf. As large as, and closely resembling, a good-sized dog, it is yet one of the marsupials, a group of animals entirely distinct from all the rest of the mammals. Its dog-like form is entirely the result of the moulding force of its mode of life—that of a hunter, like a dog or a wolf. The form of its teeth, however, is but one of many parts of its skeleton which show its indubitable affinities with the rest of the marsupials. But its striped hide, recalling that of hemigale, remains to be explained. The thylacine, however, is only one of the many marsupials which have been moulded by this mode of life to a striking resemblance of that of many and very different types of "true" mammals.



3. A MARSUPIAL WHICH HAS COME TO BEAR A STRIKING RESEMBLANCE TO A DOG, AS THE RESULT OF SIMILAR FEEDING HABITS, THOUGH MARSUPIALS AND MAMMALS ARE NOT EVEN REMOTELY CONNECTED: THE THYLACINE, OR TASMANIAN WOLF.

It will be seen that, in spite of the thylacine's general resemblance to a dog, the carriage of the tail is very different to that of a dog, or, indeed, to that of any other known mammal. The transverse stripes recall those of the Hemigale.

## LEOPARDS BY FLASHLIGHT: ADVENTUROUS PHOTOGRAPHY IN KENYA.



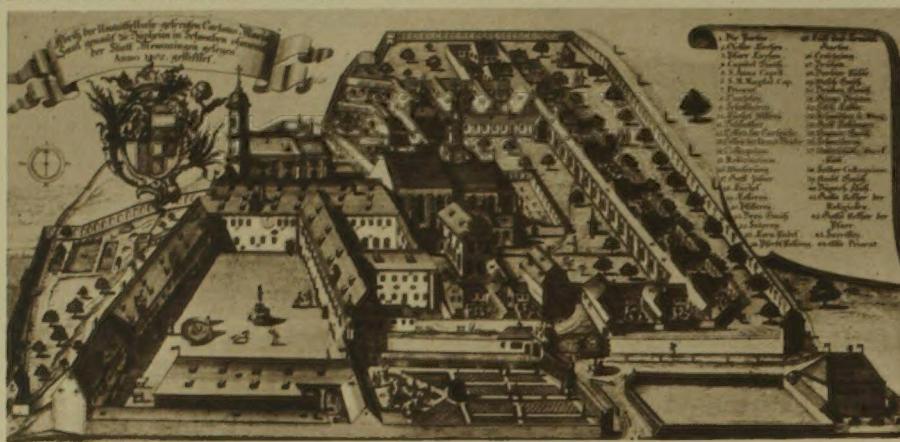
LEOPARDS AT A KILL "SNAPPED" BY FLASHLIGHT BY A PHOTOGRAPHER EIGHTEEN FEET AWAY—BETRAYING THEIR PRESENCE ONLY BY THE NOISE THEY MADE IN TEARING AT THE KILL.

These exceptional photographs were taken in the Aberdare forests of Kenya by Mr. K. C. Gandar Dower while he was engaged in stalking wild animals with a camera during one of his adventurous expeditions. He describes them as follows: "Kills were put out in the Aberdare forests in the hope of attracting spotted lions, and, when leopards came to them, I decided to try for pictures, since chances of photographing leopards are rare. A leg of zebra was transported by pack pony and tied to a tree beside a game path. On the opposite side were the trunks of two fallen trees. I made a hole between them, building a roof of branches and covering the hide with grass and bamboo fronds. The photographs were taken by flashlight. Two cameras were placed focussed on the kill and set on time exposures. There was no danger of over-exposure before the leopards came, as the nights were very dark. I lay in my hole listening. Although I was only eighteen feet away I

could see nothing, and only knew when the leopard was there by the sound of it tearing at the kill. At the right moment I had to fire three flash-bulbs which would give the required light for the required time. Sometimes the bulbs failed to work; sometimes the leopards heard the faint click of the switch and moved in the infinitesimal moment between the turning of the switch and the flashing of the light. Each lens-cover had to be pulled off by hand from a distance of some feet without disturbing the camera or its disguise. After a photograph had been taken the cameras had to be adjusted. This meant creeping out of the hole armed with a shotgun and a torch. It was an uncanny sensation to stand alone in a great forest at night, many miles from any human being, and tinker with plates, knowing that a leopard was nearby, watching. I could sometimes see the glare of my torch reflected in its eyes as I worked on a camera."

## GERMAN 17TH-CENTURY CHOIR STALLS

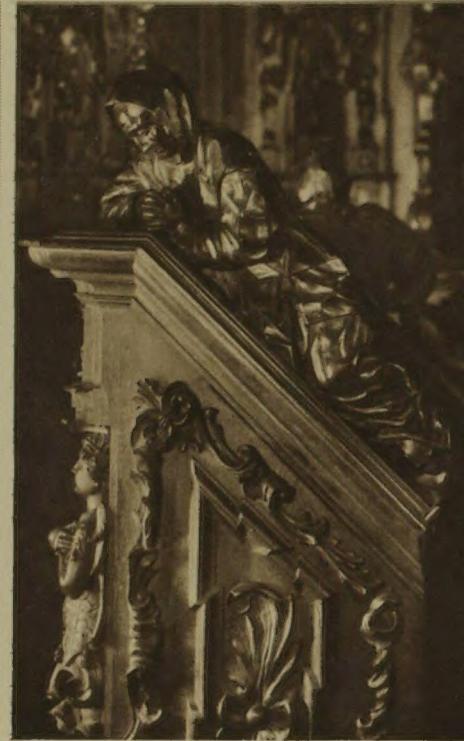
IN A LONDON CHURCH:

A "FORGOTTEN" BAROQUE MASTERPIECE  
AT ST. SAVIOUR'S, OSNABURGH STREET.

THE BAVARIAN PLACE OF ORIGIN OF THE CARVED BAROQUE CHOIR STALLS NOW IN THE CHAPEL OF ST. SAVIOUR'S HOSPITAL, OSNABURGH STREET, N.W.1: AN OLD PRINT OF THE CARTHUSIAN FOUNDATION AT BUXTHEIM; DISSOLVED IN 1803.



A DOOR IN THE CHAPEL CHOIR STALLS AT ST. SAVIOUR'S HOSPITAL; SHOWING THE INTRICATELY ENGRAVED LOCK.



A CARTHUSIAN MONK CARVED ON THE SIDE OF A DESK; FLANKING THE ENTRANCE OF THE CHAPEL.



THE "DRAMATIC EXUBERANCE OF THE GERMAN BAROQUE STYLE" STANDING "FORGOTTEN" IN A LONDON CHURCH: FIGURES CARVED IN A STYLE WHICH IS BUT MEAGERLY REPRESENTED IN THIS COUNTRY.



THE RICH BEAUTY OF A MASTERPIECE OF GERMAN BAROQUE CARVING PERFECTLY PRESERVED IN THE CHAPEL OF ST. SAVIOUR'S HOSPITAL, OSNABURGH STREET: A GENERAL VIEW OF THE CHOIR STALLS; A TOUR DE FORCE OF SEVENTEENTH-CENTURY CRAFTSMANSHIP WHICH HAS HITHERTO REMAINED PRACTICALLY UNKNOWN.

IN 1402 a Carthusian monastery was founded at Buxheim, in Bavaria. By 1755 it had grown to the dimensions seen in the first illustration, a reproduction of a contemporary print. In 1803 the monks were scattered, and their estate was sold to the local landowner, whose descendants disposed of the choir stalls shown in the accompanying illustrations in 1883. These stalls, carved in oak in the rich, florid style of the German Counter-Reformation, were begun in the year 1600 and completed in 1651 to the designs of a certain Heinrich Dietmar. They were removed to Holland and thence to England, and were soon afterwards presented to the Anglican Sisterhood of St. Saviour's Hospital, in Osnaburgh Street, N.W.1, where—amid rather incongruous Victorian Gothic arches—they form the chief glory of the building. England has never taken very kindly to the dramatic exuberance of the German baroque style, but there can be no two opinions as to the interest and quality of this remarkable product of seventeenth-century ideals in artistic expression, and it is extraordinary to find such a thing hidden away in a London side-street, unknown to the world at large. We should add that, to the best of our knowledge, these photographs have never been published before.

## THE HERO OF TRAFALGAR AT 22: AN EARLY PORTRAIT OF NELSON.

FROM THE PORTRAIT BY J. F. RIGAUD. REPRODUCED BY COURTESY OF THE OWNER, EARL NELSON. (COPYRIGHT STRICTLY RESERVED.)



"CAPTAIN HORATIO NELSON, AGED 22," BY JOHN FRANCIS RIGAUD (1742-1810): A RECORD OF OUR GREATEST ADMIRAL IN EARLY MANHOOD, INCLUDED IN THE RECENT LOAN EXHIBITION AT SALISBURY.

This very interesting and unfamiliar portrait of our great naval hero in early manhood was lent by the present Earl Nelson, of Trafalgar House, near Salisbury, to the recent Loan Exhibition of Pictures from Wiltshire Houses, held at the Old Deanery, Salisbury, in aid of the building fund of Salisbury General Infirmary. The collection was particularly strong in family portraits. Nelson, it may be recalled, reached the age of twenty-two on September 29, 1780. The painter of the above portrait, J. F. Rigaud, came of a French Protestant family that had emigrated, and was born at Turin in 1742. In 1772 he came to England and

was well received, becoming an Associate of the Royal Academy in the same year and an R.A. in 1784. He painted several subjects for Boydell's "Shakespeare," altar-pieces for the parish church at Packington and for St. Martin Outwyche (afterwards demolished) in Threadneedle Street, and ceilings at Trinity House. In the National Portrait Gallery is his portrait group of "Sir Joshua Reynolds, Sir William Chambers, and Joseph Wilton." Rigaud translated into English Leonardo da Vinci's treatise on painting. He was a protégé of Lord Aylesford, at whose seat, Packington Hall, Coventry, he died suddenly in 1810.

## NELSON'S FLAGSHIP, THE "VICTORY": THE GREATEST NAVY WEEK "SIGHT."

PHOTOGRAPHS BY MR. B. LAVIS.



ABOARD H.M.S. "VICTORY" AT PORTSMOUTH: THE QUARTER DECK; SHOWING SOME OF THE 12-POUNDER GUNS; THE WHEEL AND BINNACLE; AND (CENTRE) THE SMALL BRASS TABLET MARKING THE SPOT WHERE LORD NELSON FELL AFTER RECEIVING HIS MORTAL WOUND AT TRAFALGAR.



THE LOWER GUN DECK OF H.M.S. "VICTORY": THE ORIGINAL WOODEN DECK ON WHICH NELSON'S SEAMEN FOUGHT THE GUNS AT TRAFALGAR; SHOWING SOME OF THE STARBOARD 32-POUNDER GUNS, OF WHICH THERE WERE THIRTY ON THIS DECK, FIFTEEN ON EACH SIDE.

Navy Week began at Portsmouth, Plymouth, and Chatham on August 1 and ends to-day, August 8. Among the many attractions offered to the public, this year more entertaining and elaborate than ever, none is a greater favourite than H.M.S. "Victory," Nelson's famous flagship. The old ship, lying in her dock at Portsmouth, is the scene, each evening of Navy Week, of a picturesque Grand Finale ceremony. At 6.45 Nelson's signal at Trafalgar, "England expects that

every man will do his duty," is hoisted aboard the "Victory" as it was on October 21, 1805, when the fleet moved into battle. The men who hoist the signal wear the uniform of Nelson's day. At the same time men of the massed Royal Marines band and drums march to and form up abreast the starboard side of the "Victory." Further photographs of the ship are given on the opposite page and overleaf, where some of the old equipment is illustrated in detail.



H.M.S. "VICTORY" AS SHE LIES IN DOCK: A BOW VIEW; SHOWING THE CATHEADS FROM WHICH HER BOWER ANCHORS WERE SLUNG; THE HEAD AND MAIN RAILS SUPPORTING THE FIGUREHEAD; AND THE ROYAL ARMS OF KING GEORGE III.

The dry dock at Portsmouth in which H.M.S. "Victory" has lain since 1922 is the oldest surviving dock in the world, having been built in the reign of Charles II. There the "Victory" rests, shored up with specially constructed steel beams so that the under-water section of her hull can easily be inspected at any time. Her normal

waterline is level with the top of the dock, so that from a little distance away she has the same apparent height as she would have afloat. Her original elaborate figurehead was replaced before Trafalgar by one of simpler design; and this has been reproduced in accordance with the results of recent research.

## THE GREATEST "SIGHT" OF NAVY WEEK: H.M.S. "VICTORY", AND SOME DETAILS OF HER EQUIPMENT AT TRAFALGAR.



THE STARBOARD 68-POUNDER CARROONADE, ONE OF THE TWO HEAVIEST GUNS IN THE SHIP. THE PORT CARROONADE WAS THE FIRST GUN IN THE "VICTORY" TO OPEN FIRE ON THE ENEMY AT THE BATTLE OF TRAFALGAR.



THE BELFRY, SITUATED AT THE BREAK OF THE FORECASTLE; AND THE SHIP'S BELL, WHICH WAS STRUCK EVERY HALF-HOUR, THE TIME BEING GAUGED BY A SAND-GLASS; A VIEW SHOWING ALSO SPARE SPARS STOWED ON SKIDS.



THE FIGUREHEAD IN ITS SIMPLER FORM—BEFORE THE RECENT ADDITIONS TO MAKE IT RESEMBLE MORE CLOSELY THE ONE CARRIED AT TRAFALGAR.



THE FIGUREHEAD AFTER THE ADDITION OF NEW SCROLLWORK BELOW THE ROYAL ARMS—IN ACCORDANCE WITH THE RESULTS OF RECENT RESEARCH.



THE MAIN TOP AND RIGGING; SHOWING (CENTRE) THE TOP LANTERN, DENOTING THE ADMIRAL'S SHIP, LEVEL WITH THE WOODEN PLATFORM ROUND THE MAST.



THE BOWS AND PORT SIDE OF THE "VICTORY": A PHOTOGRAPH SHOWING THE INWARD SLOPE, OR "TUMBLEHOME," OF THE UPPER PART OF THE HULL, WHICH LEAVES THE SHIP WITH HER GREATEST BEAM AT THE WATERLINE.



THE SPOT WHERE NELSON DIED: THE COCKPIT ON THE ORLOP DECK; SHOWING THE FAINTING OF NELSON'S DEATH MADE BY THE ARTIST, ARTHUR WILLIAM DEVIS, IMMEDIATELY AFTER THE "VICTORY'S" RETURN TO ENGLAND.

H.M.S. "Victory" was moved to her present berth at Portsmouth in 1922, after it had been found that she could no longer be kept safely in the water. In the work of her removal and of her restoration, as far as might be, to the state in which she was at Trafalgar, a major share was taken by the Society for Nautical Research. Many of the details (illustrated here and on the two preceding pages) are of interest as showing the customs and equipment aboard a ship of the line of Nelson's day, and merit further description.

The "Victory's" two 68-pounder carriages, mounted one on each side of the forecastle, were the heaviest guns in the ship—in fact, in the Navy at that period. Sand-glasses were used to calculate time on board. The sand was regulated for half an hour, and it was the marine sentry's duty to turn the glass each half-hour and strike the bell. The original



THE "VICTORY'S" BOATS, STOWED "FOR SEA" IN CHOCKS ON THE SKIDS ABOVE THE UPPER DECK; AND (LEFT) THE GALLEY-STOVE CHIMNEY.



LOOKING FROM THE BOWSPRIT HEAD TOWARDS THE FORECASTLE, QUARTER DECK, AND POOP; SHOWING BOARDING PIKES STOWED IN A RACK ROUND THE FORECASTLE.



THE STARBOARD QUARTER GALLERIES; THE MIDDLE ROW OF WINDOWS INDICATING LORD NELSON'S QUARTERS; AND (ABOVE) THE THREE POOP LANTERNS OF THE SHIP.



HAMMOCK NETTINGS FITTED TO THE BULWARKS; THE PLACE WHERE THE SEAMEN STOWED THEIR HAMMOCKS, SO KEEPING THE LOWER DECKS CLEAR.

figurehead was a most elaborate piece of work; but during one of the ship's repairs before Trafalgar it was replaced by one of simpler design. After her active service was over, it was changed again; but modern research has revealed the style of 1805, and the figurehead has been altered accordingly. Carved work was added below the Royal Arms and on the "trail-board." The tops were wooden platforms built round the head of each lower mast,

primarily for spreading the topmast rigging. During action snipers would be sent to the tops to fire down on the enemy crews—a practice to which Nelson always objected—and it was from the mizen top of the French "Redoutable" that he received his mortal wound. The orlop deck was the lowest deck in the ship, below the waterline, and there the surgeon and his mates used to tend the wounded.—[PHOTOGRAPHS BY MR. B. LAVIS.]

# HORSE, HOUND AND HAWK.

BEING AN APPRECIATION OF  
"BRIDLEWAYS THROUGH HISTORY": By LADY APSLEY.\*  
(PUBLISHED BY HUTCHINSON.)

LET field-sportsmen, who are sometimes accused of cruelty and barbaric instincts, take comfort from the high and venerable authority of Gaston de Foix—that *Gaston Phœbus* who was the “paragon of chivalry,” and according to whom hunting is a school not only of



A SUMPTUOUS SUMERIAN CHARIOT FITTING: A SILVER AND ELECTRUM REIN-RING FROM QUEEN SHUB-AD'S CHARIOT POLE; DATING FROM 3200 B.C.—FOUND BY SIR LEONARD WOOLLEY IN THE ROYAL GRAVES AT UR AND NOW IN THE BRITISH MUSEUM. (HEIGHT: 5½ IN.) Reproductions from "Bridleways Through History"; by Courtesy of the Publishers, Messrs. Hutchinson. (Owners' Copyrights Reserved.)

skill and daring, but of character and of virtue. In 1387, in his famous “*Livre de Chasse*,” he wrote: “The life of no man that useth gentle game and disport is less displeasable unto God than the life of a perfect and skilful hunter, or from which more good cometh. The first reason is that hunting causeth a man to eschew the seven deadly sins. . . . Secondly, men are better when riding, more just and more understanding, and more alert, and more at ease, and more undertaking, and better knowing of all countries and all passages. In short and long, all good customs and manners cometh thereof, and the health of man and his soul.”

Man from the earliest times has been of Gaston de Foix’s opinion. Hunting began as a stern necessity and developed into an elaborate and pleasurable technique. Lady Apsley is perhaps guilty of an anachronism when she takes Stone Age Man as the earliest hunter; it is probable that the first form of hunting known on this earth was the unromantic one of collecting edible species of marine life on the beach! Early man, of necessity, hunted “for the pot”; but that he took more than a mere gastronomic pleasure in the chase seems to be shown by his remarkable rock-drawings.

While for many centuries, in various parts of the world, hunting remained primarily a utilitarian matter, it early developed an element of pure sport, which was associated particularly with ruling castes—kings, nobles, and courtiers. Thousands of years before the Christian era, by the time of the great Egyptian and Mesopotamian monarchs, the Royal Sport had reached a high degree of pomp and ceremonial. In “classical” times, we know from Xenophon (whom Lady Apsley discusses entertainingly) how elaborate the sport had become; by the

Greeks it was spiritualised into a kind of cult, associated with the “Queen and Huntress, chaste and fair”—one of the most gracious figures of Greek mythology. Literature, from the first, begins to abound—and still continues to abound—in books of the chase, some of them technical manuals, and some enlivened by a poetic or epic spirit. Besides Xenophon’s, Lady Apsley gives a full and discerning account of some of these treatises—such as Gaston de Foix’s “*Livre de Chasse*” already mentioned; Jacques de Fouilloux’s “*Traité de la Vénerie*” (1561), which “for generation after generation remained the hunting bible of Frenchmen”; in England, Turberville’s “Book on Hunting” (1576), and, at a later period, the Duke of Newcastle’s authoritative “General System of Horsemanship.” Indissolubly connected with the craft of hunting were the sciences of hound- and horse-breeding and the whole fascinating art of equitation. These are traced from remote antiquity by Lady Apsley, with much expert knowledge, and in greater detail than we can hope to reproduce here.

But the breeding of horse and hound are only two among many products of man’s hunting instinct; and one of the most interesting features of Lady Apsley’s wide-ranging excursion into history is the relationship which it establishes between hunting and many other activities, events and influences which, at first sight, would seem to be unconnected with it. Chivalry, for example, was civilisation—on—horseback; and Lady Apsley shows, with abundant illustration, how, under Charlemagne, “venery,” customs of war, and the art of horsemanship developed into a whole code of social and ethical conduct. It was, again, Christianity—on—horseback which went out, in the spirit of chivalry, upon the Crusades; and of the tremendous influences produced by this contact of East and West there are still small, lingering evidences to-day in stable and kennel—for example, on many a well-groomed English cart-horse may still be seen “brasses” of Saracenic design; and for the horse-breeder the permanent legacy of the East is the Arab strain. By mediæval times, hunting

the name still in “Grosvenor”) “stamped a gentleman in the Middle Ages; ‘c’était un gentilhomme, car ses chiens l’aimoient fort,’ said the old chroniclers.”

One large department of this indefatigable open-air life was a sport now almost entirely defunct. Falconry, before, and indeed long after, the days of guns had a most complicated technique and a whole language of its own. It was an immensely popular pastime. “Falconry,” writes Lady Apsley, “was the golf and tennis of Tudor times. . . . Everybody knew something of its finer points. Mr. D. H. Madden says that ‘in Shakespeare’s England small Latin was not more fatal to the reputation of a scholar than was ignorance of the language of falconry to the character of a gentleman. It was borrowed by men of letters, and affected by men of fashion at one of the most interesting periods of our history.’” (The quotation is from that fascinating book “The Diary of Master William Silence,” which every reader of Shakespeare ought to know.) Whether the triumph of golf and tennis over this elegant sport has been to the advantage of the national character, is a question which we prefer to leave at large.

Constantly the art of the chase—especially stag-hunting, though there were many other forms—tended to become

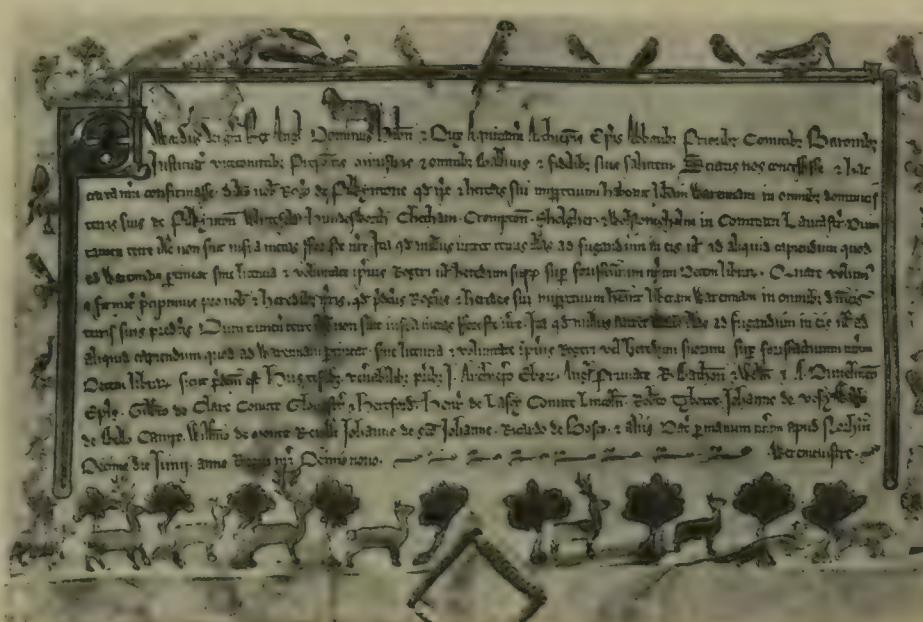


A BOWMAN-CHARIOOTEER IN ANCIENT EGYPT: A DESIGN AT ABU SIMBEL; DATING FROM THE NINETEENTH CENTURY B.C.—ILLUSTRATED IN HIS “MONUMENTS DE L’ÉGYPTE ET DE LA NUBIE,” BY A. E. CHAMPOILLION.

more and more elaborate, and in France, under the Valois and the Bourbons, it reached its highest point, too extravagant to endure, of spectacle and ceremonial. Charles IX. was so passionately addicted to the chase that his death at the age of twenty-four was attributed by at least one physician to “overmuch blowing on his hunting-horn” (a habit, indeed, which one has sometimes been tempted to think *does* deserve the extreme penalty). The Royal Assembly was one of the gaudiest living tapestries in the picturesque France of the sixteenth and seventeenth centuries. “In the morning,” wrote Ronsard, “what noise, what animation! The hounds in couples behind the *piqueurs*; the falcons covered with their hoods on the wrists of the falconers; the *veneurs* dressed in green, red, or grey following the Hunt, each provided with a sword and knife and *épée* in their hands; great ladies on their hackneys, their hats trimmed with feathers and sporting the *guelse* or badge of the Pope, and their boots of red damascened leather, and heavy habits hooked up above the knees; then the joyous *appels* on the horn, conveying the *rendezvous* to laggards.” Under Louis XIV. and XV., the royal hunting establishments went to lengths of magnificence and artificiality which were not the least among the premonitions of the “deluge.”

In England, hunting was conceived in a much less fantastic mode, and was far more a part of the general life of the people than on the Continent. It is true that from the Normans to the Plantagenets, stag- or “hart”-hunting was virtually a royal monopoly, and that the right of hunting, on any large scale, for ordinary subjects depended on royal franchises of chase and warren. As every schoolboy knows, crises were caused in our history, right down to the time of Charles I., by the severe application of the

\* “Bridleways Through History.” By Lady Apsley. With forty-five Sketches and fourteen full-page Drawings by Lionel Edwards, R.I. (Hutchinson and Co.; 16s.)

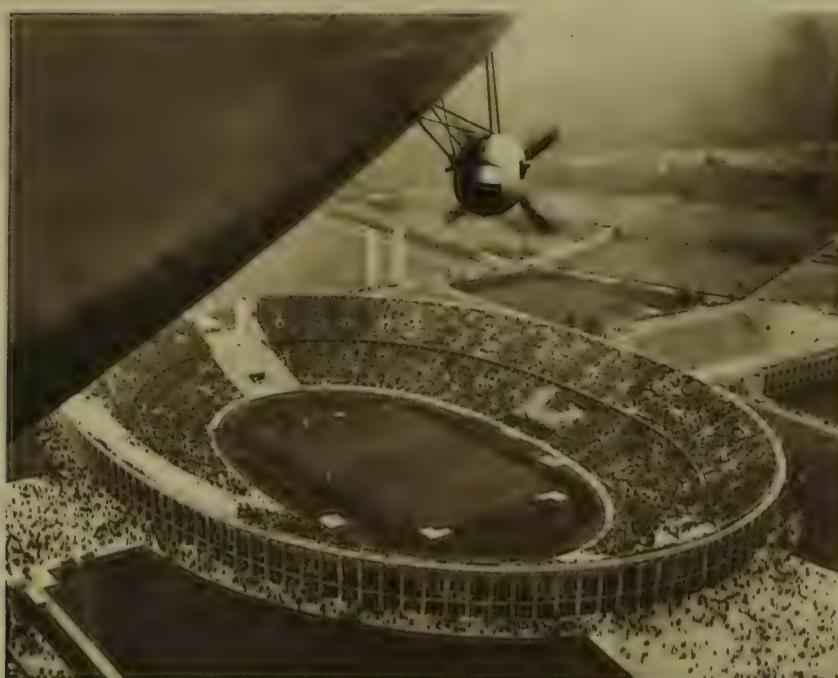


A HUNTING CHARTER OF FREE WARREN GRANTED BY EDWARD I. TO SIR ROGER PILKINGTON IN 1291: A SPORTING DOCUMENT CONSIDERED WORTHY OF THE FINEST PENMANSHIP AND HIGH ARTISTIC SKILL—IN THE POSSESSION OF SIR T. M. S. PILKINGTON, BT.

and all its associations and “by-products” were an integral part of the life of the “gentle” classes. “In the Middle Ages a gentleman was judged by his hawk, his horse, and his hound; all three betrayed better than any passport the owner’s character to all those skilled to read.” On the Continent, “to be considered *gros veneur*” (we have

[Continued on page 258.]

## THE BERLIN OLYMPIC GAMES OPENED.



THE OPENING OF THE OLYMPIC GAMES AT BERLIN: THE HUGE STADIUM CROWDED WITH SPECTATORS FOR THE INAUGURAL CEREMONIES—SEEN FROM THE AIRSHIP "HINDENBURG."



BRINGING THE "SACRED FIRE" FROM GREECE BY MEANS OF NEARLY THREE THOUSAND TORCH-BEARERS: THE RUNNER ENTERING THE LUSTGARTEN TO KINDLE THE ALTAR-FIRE THERE, WHENCE THE OLYMPIC FLAME WAS BORNE TO THE STADIUM.



A STRIKING FEATURE OF THE OLYMPIC GAMES ORGANISATION AT BERLIN: THE FORMIDABLE ARRAY OF JUDGES, SEATED ON SPECIAL STANDS, TO ENSURE UNDISPUTED OPINIONS ABOUT THE RESULTS OF RACES; WITH THE TIMEKEEPER'S TOWER BEHIND.

The eleventh Olympiad was opened in the Reichssportsfeld, Berlin, on August 1. The great stadium was packed with 100,000 people. At nearly four o'clock bugles sounded and Herr Hitler appeared and was enthusiastically greeted. "Deutschland Über Alles" and the "Horst Wessel" song were sung; the flags of the nations were hoisted round the stadium; and the Olympic Bell was rung. This was the signal for the athletes to enter. They marched in alphabetical order of their countries' names, except for the Greek team, which came first, and the German team, which, as representing the hosts, brought up the rear. A number of ceremonies followed, in the course of which Herr Hitler declared the Olympic Games open. The last of the torch-bearers from Greece ran in with the burning torch and ignited the Olympic fires. The great airship "Hindenburg" flew over the arena during the inaugural ceremonies, and came down so low that the faces of those looking out of the gondolas could be plainly seen from the ground.

## NAVY WEEK REALISM AND SPECTACLE.

The display which probably attracted the greatest interest in the course of Navy Week was the defence of a warship from a mimic air attack—owing to its special topical appeal. The warship was represented as being in dock, under repair. The air attacks were carried out with great realism. The alarm was given when hostile aircraft were sighted, and gun-crews doubled to their posts, putting on their gas-masks. Shrapnel appeared to burst round the bombers, some of which were seen to be "shot down." High-angle guns on board the attacked warship fired at great speed, reproducing the deafening uproar of war. Some of the bombs appeared to "take effect"; fires broke out, and were fought by fire parties, while decontamination parties dealt with the gas. Other interesting features of the Navy Week displays were "A Day's Work in a Battleship," a demonstration of how the Navy copes with poison-gas in a barracks on shore, and a realistic staging of the Battle of Jutland. Models of the ships were used to demonstrate the exact situation at each phase of the battle.



REALISM IN THE NAVY WEEK DISPLAYS: THE SCENE FOLLOWING THE MIMIC ATTACK ON A WARSHIP BY AEROPLANES; SHOWING GUN-CREWS AND STRETCHER-BEARERS IN GAS-MASKS.



NOCTURNAL SPECTACLE IN THE NAVY WEEK PAGEANT: A DESTROYER, ANCHORED IN PLYMOUTH SOUND, GIVING A BRILLIANT FIREWORK AND SEARCHLIGHT DISPLAY.

## A WINDOW ON THE WORLD: EVENTS AND PERSONALITIES OF THE WEEK.



THE MISHAP TO MR. SOPWITH'S "ENDEAVOUR II": THE CHALLENGER FOR THE "AMERICA'S CUP" IN TOW AFTER HAVING BEEN DISMASTED WHILE RACING AT COWES. Mr. T. O. M. Sopwith's yacht "Endeavour II" was dismasted while taking part in the regatta of the Royal London Yacht Club, at Cowes on August 3. She was leading the big yachts near Horseshoe Fort off Ryde, when her main mast collapsed in the high, wind and went over the side. Nobody was injured. Lord Runciman's yacht "Sunbeam II," towed "Endeavour II" into Ryde. This was the second time this season that "Endeavour II" has been dismasted.



THE "CLOUD OF IONA" DISASTER: THE AMPHIBIAN AEROPLANE WHICH DISAPPEARED ON A FLIGHT BETWEEN GUERNSEY AND JERSEY; TEN PERSONS LOSING THEIR LIVES.



AEROPLANE WRECKAGE RECOVERED BY YACHTS WHICH SEARCHED FOR THE MISSING "CLOUD OF IONA": PROOFS OF A DISASTER.

The Jersey and Guernsey Airways' amphibian aeroplane "Cloud of Iona," left Guernsey for Jersey at 7 o'clock on July 31 and did not arrive. The St. Helier lifeboat was launched at about 10 o'clock. Weather conditions were bad and the visibility was greatly reduced by drizzle. After an all-night search by ships and aircraft had failed to disclose anything, hope began to fade. Finally, the return of three motor-yachts on August 2 with bits of aeroplane wreckage gave proof that some terrible disaster had occurred. Ten people had lost their lives.



A SPANISH GOVERNMENT SUBMARINE BEING SHELLED FROM THE SHORE BY REBEL BATTERIES IN THE STRAITS OF GIBRALTAR: A REMARKABLE PHOTOGRAPH TAKEN BY A BRITISH PASSENGER IN A PASSING STEAMER.

The Spanish warships patrolling the Straits of Gibraltar during the earlier stages of the civil war included several submarines whose crews were loyal to the Government. They helped to carry out the vital work of preventing large forces of Moroccan troops from being shipped across to the help of the rebels in Spain. On more than one occasion the warships bombarded the rebel strongholds on both sides of the Straits; and the shore batteries and rebel aeroplanes retaliated. This dramatic photograph shows a shell bursting near one of the submarines.



M. LOUIS BLÉRIOT.

The great pioneer of aviation. Died in Paris on August 1; aged sixty-four. Earned undying fame in 1909 by being the first man to fly across the Channel—in a 600-lb. aeroplane with a 22-h.p. engine. Designed and built thousands of aeroplanes.



LORD TREVETHIN.

Lord Chief Justice of England from 1921 to 1922. Died August 3 while fishing in the Wye; aged ninety-two. Took silk in 1897; and in 1904 was raised to the Bench. Was devoted to sport in many forms, especially riding and fishing.



THE TRAGIC DEATH OF THE DUKE OF GRAFTON: HIS GRACE, WHO WAS KILLED WHILE DRIVING HIS CAR IN THE LIMERICK GRAND PRIX.

The Duke of Grafton (ninth holder of the title) died on August 3 as the result of serious burns which he suffered when his car crashed into a wall while he was competing in the Limerick Grand Prix. He lost control of his machine during the first lap and it crashed and burst into flames. He was twenty-two. He succeeded his grandfather in the dukedom in 1930.



CAPTAIN N. P. DOYLE.

Master of the yacht "Nahlin," chartered by H.M. the King for a holiday cruise. Visited St. James's Palace on July 30, to discuss final arrangements. It was stated that Captain Doyle would learn the "Nahlin's" destination by wireless.

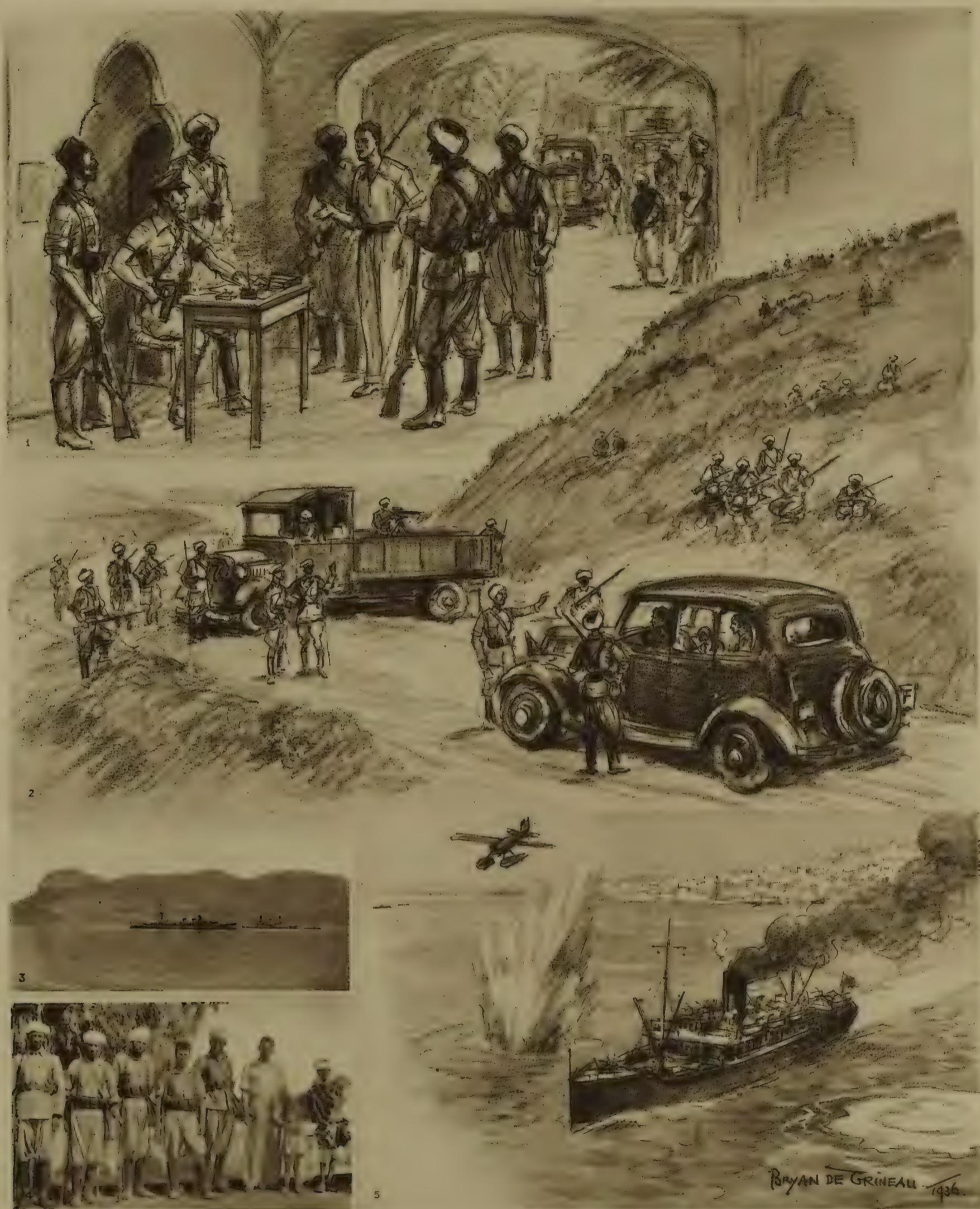


LIEUT.-GEN. SIR ALFRED KEOUGH.

Died July 30; aged seventy-nine. Served twice as Director-General of the Army Medical Services, his second term of office coinciding with the Great War. Did wonderful work in improving camp hygiene and in organising the treatment of wounded.

## FIRST WAR PICTURES FROM SPANISH MOROCCO : A MOTORIST'S ADVENTURES.

DRAWINGS BY OUR SPECIAL ARTIST, BRYAN DE GRINEAU, FROM MATERIAL SUPPLIED BY MR. KARL CLOPET. PHOTOGRAPHS BY MR. CLOPET.



THROUGH SPANISH MOROCCO IN REBELLION : (1) MR. CLOPET, ARRESTED BY REBEL ARAB TROOPS, BEFORE THE SPANISH COMMANDANT AT ALCAZAR-QUIVIR FORT ; (2) HELD UP NEAR LARACHE BY MOROCCANS BLOCKING THE ROAD WITH A LORRY MOUNTING A MACHINE-GUN ; (3) SPANISH GOVERNMENT WARSHIPS "JAIME I." AND "LIBERTAD," OFF GIBRALTAR, READY TO PREVENT REBELS FROM MOROCCO LANDING IN SPAIN ; AND (RIGHT) A GUNBOAT THAT BOMBARED CEUTA ; (4) MR. CLOPET AND HIS LITTLE SON WITH ARAB SOLDIERS AT ARBOUA, SPANISH MOROCCO, AFTER HIS FIRST HOLD-UP ; (5) A REBEL SEAPLANE BOMBING THE BLAND LINER, "GEBEL DERSA," PLYING DAILY BETWEEN TANGIER AND GIBRALTAR.

Mr. Karl Clopet, a Briton who recently motored hazardously through Spanish Morocco, from Casablanca to Tangier, writes: "The worst of the fighting in Morocco was on Sunday, July 19. . . . On the Monday I started off. At Arboua (a frontier station) . . . after a search of the car, the barriers were opened for me. My wife and little boy were with me. About 1000 yards further a band of Spanish rebel soldiers surrounded my car and asked for papers and passports. They allowed me to carry on for the next place, Alcazar, where I was told to

go at once to the Colonel. He gave me a pass and told me I went entirely at my own risk. . . . Some ten kilometres beyond Larache a great armoured lorry was drawn across the road, and twenty or so officers and men put up their rifles. However, they examined my passport and the lorry was backed to let me pass. I arrived at Tangier at 7.30 p.m., and heard the gunboat (seen on right in No. 3) bombarding Ceuta. Next day we crossed to Gibraltar in the Bland boat, and the master told me an aeroplane had bombed twice at his ship."

BRYAN DE GRINEAU 1936

## CIVIL WAR IN SPAIN: ARMED WOMEN SUPPRESS LOOTING, REBEL AEROPLANES MACHINE-GUNNING OVER BARCELONA STREETS.

DRAWN BY OUR SPECIAL ARTIST, BRYAN DE GRINEAU, FROM MATERIAL SUPPLIED BY MR. G. J. JACKSON (REGARDING EVENTS AT FIGUERAS) AND MR. H. YOUNG, A VISITOR IN BARCELONA.



FIGHTING AT FIGUERAS AND BARCELONA: (1) LOOTERS AT FIGUERAS STOPPED BY ARMED WOMEN; (2) LOYALISTS REPELLING PRIEST-LED REBELS AT FIGUERAS; (3) REBEL PACKHORSE ARTILLERY DESTROYED BY LOYALIST MACHINE-GUNS AT BARCELONA; (4) A REBEL AEROPLANE OVER BARCELONA; (5) LOYALISTS IN BARCELONA LABELLING COMMANDEERED CARS.

These dramatic drawings have been made from material supplied by eye-witnesses. For the two at the top, showing scenes at Figueras, between Port Bou and Barcelona, the details were supplied by Mr. G. J. Jackson, a member of the cyclists' section for the Barcelona Olympiad, who was held up there. Mr. Jackson is the London Secretary of the National Clarion Cycling Club. Drawing No. 1 shows women of Figueras who, during the confusion caused by a rebel

attack, formed themselves into armed patrols and sternly suppressed looting. Drawing No. 2 illustrates a sortie from Figueras by the Workers' Militia. The rebels were endeavouring to gain control of the railway from the frontier to Barcelona, but were defeated with heavy loss. They were poorly armed, and made their last effort led by a priest. The three lower drawings, representing occurrences at Barcelona, are based on notes by Mr. H. Young, a visitor

there. Drawing No. 3 shows a scene near the Hotel Colón, where rebel packhorse artillery from the barracks above the town was scattered by Government machine-guns. Loyalists are here seen seizing artillery equipment from dead horses after the repulse. At one time rebel aeroplanes flew along the more open spaces of the city, firing their machine-guns. Drawing No. 4 represents an eye-witness's impression of a plane swooping down and dispersing

a Government detachment of the Guardia de Asalto, near the Calle Aragón. Drawing No. 5 shows workers in Barcelona commandeering motorcars from garages in order to parade the streets. Each car was labelled in white paint with the initials of the party for which it was required. Thus C.N.T. stood for the Confederation of National Workers; A.I.T. for the Association of Iberian Workers; and F.A.I. for the Federation of Anarchists of Iberia.

BRYAN DE GRINEAU  
1936

## CIVIL WAR IN SPAIN: A REIGN OF TERROR AT MALAGA,



CARS COMMANDEERED BY THE REVOLUTIONARY COMMITTEE IN MALAGA FOR THE PURPOSE OF SPREADING NEWS AND DISTRIBUTING FOOD TO WORKERS AND THEIR FAMILIES: VEHICLES COVERED WITH PROLETARIAN SLOGANS.



A FOOD QUEUE IN MALAGA, WHERE THE COMMUNISTS SET UP A COMMITTEE TO DISTRIBUTE SUPPLIES TO WORKERS' FAMILIES: WOMEN AND GIRLS AWAITING THEIR TURN WITH BASKETS ON THEIR ARMS.



AN ARMoured CAR, PROMINENTLY DISPLAYING A RED FLAG, PATROLLING THE STREETS: EVIDENCE OF THE SOVIET ESTABLISHED IN MALAGA; WITH THE INSCRIPTION "VIVA LA REVOLUCION" ALONG THE SIDE OF THE CAR.



A LORRY TRANSFORMED BY THE COMMUNISTS IN MALAGA INTO AN ARMoured CAR—PLASTERED WITH THE INITIALS OF REVOLUTIONARY PARTIES AND SLOGANS—NOTABLY "U.H.P." (UNIDOS HERMANOS PROLETARIOS).



REFUGEES ABOUT TO BE TAKEN OFF IN H.M.S. "BRAZEN," ONE OF THE BRITISH DESTROYERS WHICH DID VALUABLE RESCUE WORK AT MALAGA: A WHARF ON WHICH HEAVY FIGHTING TOOK PLACE AND MANY LIVES WERE LOST.



MEN FROM H.M.S. "BRAZEN" TAKING OFF BRITISH AND GERMAN SUBJECTS FROM MALAGA: RESCUE WORK FOR WHICH GREAT BRITAIN RECEIVED THE THANKS OF THE GERMAN GOVERNMENT.

The suppression of the rebellion in Malaga, accomplished after severe fighting in the early days of the civil war, gave power to the extremists of the Left wing as it did in Barcelona and in other Spanish cities where the rebels were worsted. Malaga then underwent a reign of terror. A Soviet was established and incendiarism and destruction of property became rife. A great part of the population took refuge in the surrounding mountains,

and hundreds of refugees—mostly destitute—sailed from the city in small craft and tried to find sanctuary in Gibraltar, some seventy miles away. Foreigners were taken off by H.M.S. "Brazen" and other British warships. British residents of Ronda who escaped via Malaga told of atrocities committed there by Reds against all supporters or suspected supporters of the insurrection. They said that suspects were taken by car to a cemetery where a

## WHERE THE VICTORIOUS REDS SET UP A LOCAL SOVIET.



ARMED PEASANTS ON PATROL IN MALAGA: MEN OF THE KIND THAT FORMED SMALL BANDS AND MARCHED OUT TO MEET THE ADVANCE OF WELL-TRAINED AND WELL-EQUIPPED MOROCCAN TROOPS, OPPOSING THEM WITH WHATEVER WEAPONS THEY COULD FIND.



RUINS OF A BUILDING IN MALAGA, WHERE DESTRUCTION OF PROPERTY AND INCENDIARISM WERE RAMPANT: THE INTERIOR OF A WRECKED DEPARTMENT STORE.



THE SCENE OF FIERCE FIGHTING IN MALAGA BEFORE THE COMMUNISTS FINALLY GAINED THE UPPER HAND: BUILDINGS BADLY DAMAGED AND A STREET LITTERED WITH DEBRIS IN A CITY WHERE TERROR REIGNED.



A BURNED THEATRE IN MALAGA, DESTROYED BECAUSE IT REPRESENTED TO THE COMMUNISTS A PHASE OF BOURGEOIS ART, NOW DEFUNCT: ONE OF THE MANY BUILDINGS BURNED IN THE CITY.



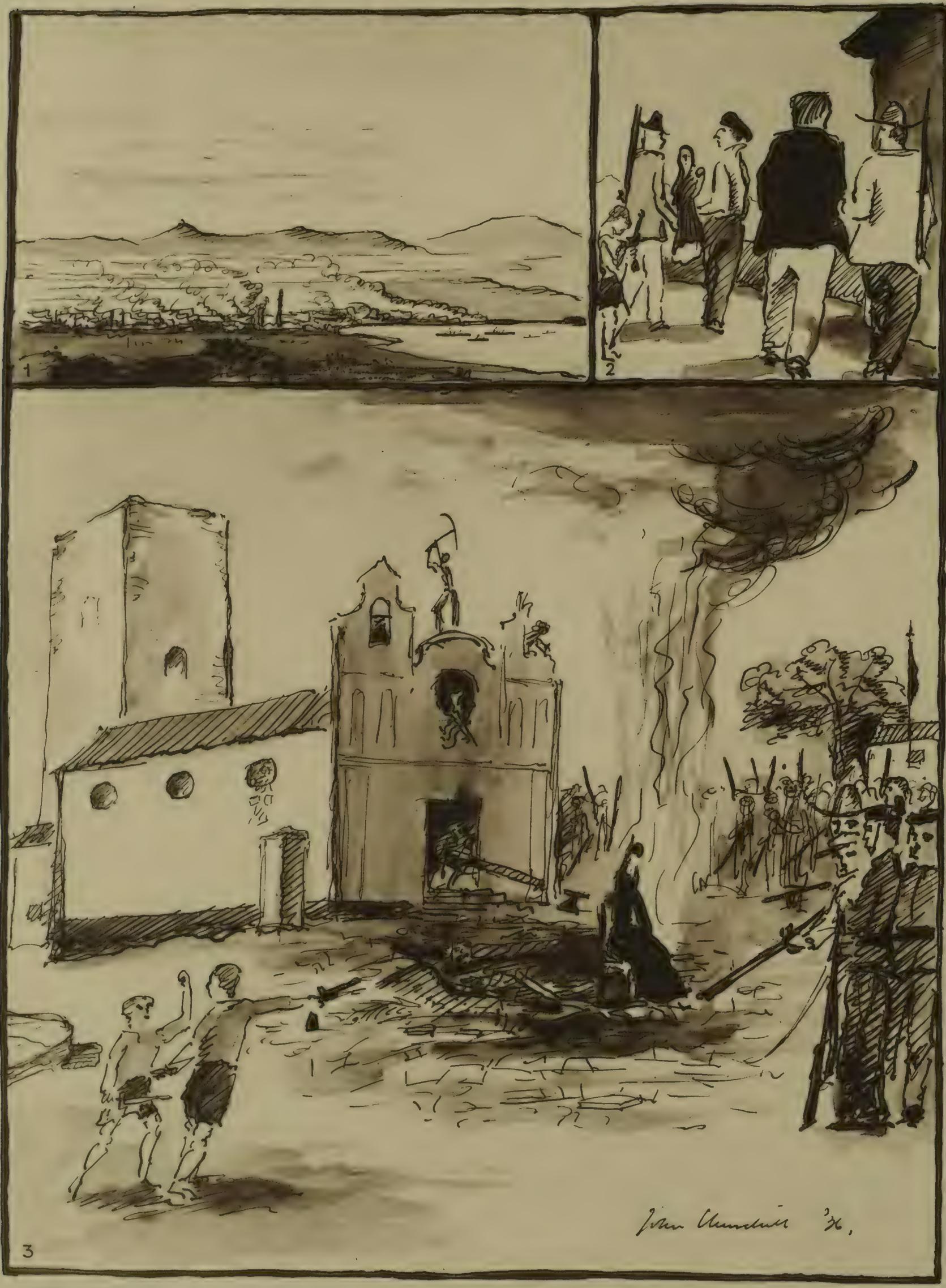
RUINS OF THE HOTEL BRISTOL, WHERE REBELS HELD OUT FOR SOME TIME BEFORE BEING FORCED TO SURRENDER: THE REMAINS OF BEDDING AND OTHER OBJECTS SCATTERED ABOUT THE STREET.

large and deep hole had been dug. They were ordered to walk towards the hole, where a machine gun was set up in the base. Everyone in the city was made to have a permit issued by the Communist *Junta de Defensa* in order to walk about the streets. Malaga was of special importance to the rebels because it was almost the only harbour in the neighbourhood of the Straits which remained available to the loyal Spanish fleet. Hence the rebels

made repeated efforts to capture it by land; and at the time of going to press were reported to be advancing again towards it with strong bodies of Moroccan troops. The warships "Jaime I," "Libertad," and "Churruca" attempted to stem this attack by shelling the only road from Algeciras to Malaga, hoping to render it impassable to traffic. At the same time bands of ill-armed citizens marched out to meet the attack.

## CIVIL WAR IN SPAIN: JOHN CHURCHILL ON SCENES NEAR MALAGA.

FROM THE ORIGINAL SKETCHES BY JOHN CHURCHILL, AN EYE-WITNESS OF THE EVENTS.



1. FLAMES RISING FROM MALAGA—SHIPS OF THE SPANISH FLEET IN THE HARBOUR. 2. THE TEMPORARY ARREST OF A FASCIST AS A HOSTAGE; AND THE MADONNA FROM HIS PRIVATE ALTAR BEING TAKEN TO BE BURNT. 3. THE PARTIAL DESTRUCTION OF A LITTLE CHURCH; AND THE BURNING BEFORE IT OF AN EFFIGY OF A NUN.

The incidents here sketched were witnessed just outside Malaga by Mr. John Churchill, who was on a visit to Spain and saw a number of dramatic happenings of the civil war. The artist is a nephew of Mr. Winston Churchill. He is well known for his mural decorations. The upper left-hand drawing (1) gives a general view of flames rising from Malaga during the outbreak of

Communist incendiaryism. In the harbour are seen ships of the Spanish fleet at anchor. No. 2 shows a Fascist supporter being arrested as a hostage. The Madonna from his private altar is being taken along to be burnt with other religious objects. In No. 3 is shown the partial demolition and burning of the church in the Plaça San Miguel. In the middle is a burning effigy of a nun.

# A UNIQUE DISCOVERY: A FORTIFIED POLISH VILLAGE OF ABOUT 600 B.C.

THE SWAMP SETTLEMENT OF BISKUPIN, FOUNDED ON A PEAT-BOG, AND THE VARIED FINDS IT HAS YIELDED TO EXCAVATION.

By DR. JOZEF KOSTRZEWSKI, Professor at the University of Poznan, and Corresponding Member of the Royal Anthropological Institute of Great Britain and Ireland.

PHOTOGRAPHS AND DRAWING BY M. RUDNICKI, HONORIS CAUSA MEMBER OF THE POLISH PREHISTORIC SOCIETY.

THE Prehistoric Institute of the University of Poznan has been engaged for the past two years, in conjunction with the Polish Prehistoric Society, on the excavation of a peat-bog situated on a promontory jutting into the Lake of Biskupin, in the district of Znin, western Poland, in which have been discovered rich remains of a prehistoric fortified village of the early Iron Age. The damp and the marsh gas have contributed to preserve the floors and the lower part of the walls of wooden huts, remains of defensive works, and many interesting fragments of organic materials, such as wood, horn, and bone. The settlement was established on the surface of the peat-bog as it then existed, three or four feet below the present level of the ground, by the Urn-fields people of Lusatian type, probably primitive Slavonic. The investigations hitherto made enable the following picture to be given of the appearance of the settlement and the life of its inhabitants. The half-acre or so excavated has revealed the remains of twenty rectangular huts, ranged in rows end to end.

These huts were built along parallel paths of wooden slabs, of which there are eight in the excavated area. The huts had their entrances at the side facing the path. Their walls were supported by four round posts at the corners, each of which had two vertical grooves at right angles one to the other, retaining superposed rough-hewn planks or beams. The use of shorter planks or beams was made possible by the planting of one or more flat-hewn posts, similarly grooved on opposite sides, between the corner-posts. The door-posts are similar, except that they are grooved only on the side away from the door, the other side being smooth. Huts of similar construction are in use even to-day in the whole of western Poland, among other places at Biskupin itself, and are sometimes

of them comprised two rooms. In all of them were found wooden floors made of beams and slats, with a fireplace in the centre, usually of stones but occasionally of clay, and in the largest two pieces of wood were still preserved, stuck slantwise in the ground at the edge of the hearth. Presumably they formed part of a framework supporting a spit, or held a cooking-pot suspended by a cord over the fire. The floors rested on cross-layers of sticks, principally birch. The most frequent building

at Biskupin, however, show that they are very ancient, for the site dates back more than 2500 years to a time when there must have been abundance of timber in the great primeval forests. Accordingly, their introduction must have been due to some other cause, perhaps the difficulty of fashioning long beams with the primitive axes then in use. The huts were of considerable dimensions, the largest being 33 ft. 6 in. long by about 23 ft. broad, and most

utting into the lake and cut off on the land side by marshes. These strong natural defences were further strengthened by the building all round of a double palisade filled with beaten earth, clear traces of which have been preserved in the form of a surface mound on the land side, the other side having evidently been undermined by the waters of the lake. Only on the eastern side of the promontory are slight traces of the rampart still to be seen. Its existence on the west could only be established by excavation: the foundations of the double palisade were laid bare, and were seen to be shaped like square chests laid side by side and composed of logs. On the lake side, besides this rampart, a breakwater was found to have existed, composed of several rows of piles driven slantwise into the bottom of the lake, with walls of horizontal logs retained between them. Its purpose was to prevent the shore from being washed away. The construction of the rampart is the same as that found a few years ago in a Lusatian Culture fort at Komorowo; which is not surprising, considering that the Biskupin settlement dates from the same period as the earlier stratum of the Komorowo fort, and in fact is the work of people of the same Lusatian Culture.

In the Early Iron Age Great-Poland was threatened with incursions of the Cist Graves and Face Urns people,

pressing down from the north, and, consequently, the Urn-fields people of the Lusatian Culture who had been settled there for centuries began to shelter themselves in forts and marshy places, and perhaps also to construct lake-dwellings on piles. In the present state of the excavations it is hard to say whether the Biskupin settlement was taken and destroyed by the invaders, or was abandoned from some other cause. Traces of fire in some of the huts might be regarded as an argument in support of the first hypothesis, yet the fire may have been an ordinary one, due to carelessness. A more dangerous foe was water. It is known that the climate in the Early Iron Age

markedly deteriorated, becoming colder and damper. The increasing rainfall evidently caused a rise in the level of the lake and consequent floods, which finally inundated this settlement and forced its abandonment. Such a flood is clearly evidenced by a stratum of grey lake-sand, overlaying the floors of the huts to a depth of several inches.

These researches at Biskupin have provided us with much interesting material, but have at the same time raised a number of problems which cannot be satisfactorily solved at the moment. For example: in what relation does the type of dwelling-house found here stand to that of the so-called Lusatian "post-house" with verandah



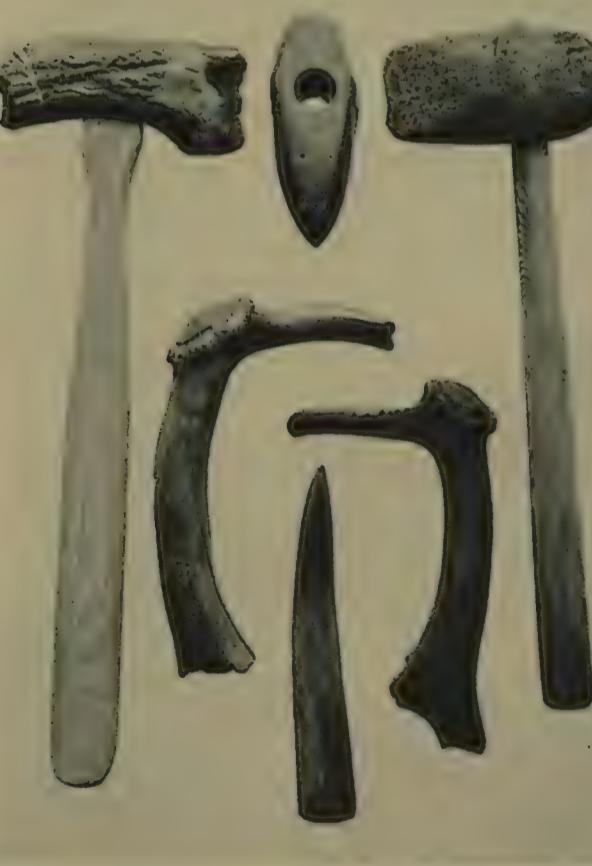
A RECONSTRUCTION OF THE BISKUPIN SWAMP SETTLEMENT: A CROSS-SECTION THROUGH THE PENINSULA; SHOWING (LEFT TO RIGHT) THE OUTER BREAKWATER; THE RAMPART; THE ENCIRCLING LOG-PAVED ROAD; AND HOUSES, WITH ROOFS PROJECTING TO FORM PORCHES AT THE SOUTH SIDE, ALTERNATING WITH PARALLEL LOG-PAVED STREETS.

Further photographs of the early Iron Age settlement at Biskupin in Western Poland—a unique discovery—are given on the two following pages. An interesting fact that emerges is that the builders were familiar with the principle of the mortise and tenon.

materials were pine, oak, and birch. Besides the floors, only the lower parts of the walls have been preserved, quickly covered as they were by marsh vegetation, and thus protected against the atmospheric influences which soon destroyed the upper parts and the roofs.

The same favourable conditions have led to the preservation of a large number of fragments of bone and horn, and even of wood, found in and about the huts. The finds included numerous stag-horn hammers with rectangular holes to receive the handle, horn mattocks with handle in one piece, made of part of an antler with projecting tine; chisels, arrow-heads, hollow spear-heads, awls, smoothing-tools, and two wooden swirling-sticks. Further, a solid wooden wheel, several querns, and a large number of spherical grinding-stones; several bronze implements in the shape of miniature sickles, bracelets, and pins, glass and bronze beads, iron tools, a series of stone implements, and, finally, a large quantity of pottery. Among these were children's rattles in the shape of small barrels, toys shaped like birds and miniature vessels, whorls and loom-weights, numerous vessels for common use, some of them very ornamental, especially one with a representation of a stag-hunt; circular platters, doubtless employed in baking flat loaves among the ashes; and many other articles of daily use. Likewise a large number of animal bones were found, together with charred grains of corn, wheat, rye and millet, hazel nuts, etc., so that we are able to form a very good idea of the mode of life of the people and of the food they ate. The commonest bones are those of the domestic animals, the wild ones being represented chiefly by the stag and the hare, less often by the bear, and occasionally by the wild boar, wolf, fox, and beaver. Very interesting clay moulds occurred, for casting necklaces, pins, and other ornaments by the *cire-perdue* process; they have hitherto never been found in Poland, and even elsewhere are very rare.

Observations made during this year's excavations indicate without any doubt that the



STAG-HORN MATTOCKS AND HORN AND STONE HAMMERS FROM BISKUPIN: IMPLEMENTS PRESERVED FOR ABOUT 2500 YEARS BY THE HIGH LIME CONTENT OF THE LAKE WATER.

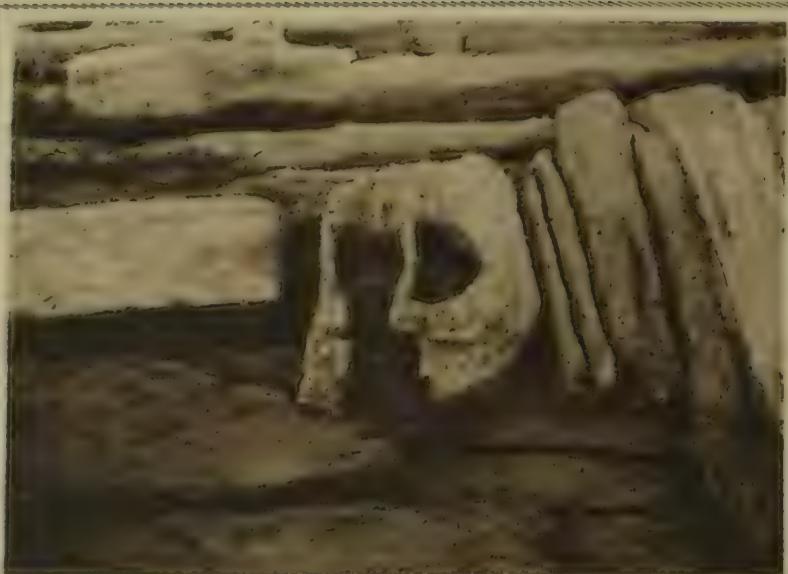
found in the central part of the country also. They have hitherto been supposed by Polish ethnologists to be a late phenomenon, due to the increasing cost of timber. It was cheaper to build thus and use shorter beams instead of the massive ones, extending the whole length of the wall and dovetailed at the corners, which were required by the block-house style of construction. The discoveries

Biskupin settlement was planted on the surface of a peat-bog, more than three feet below the present ground-level; an unhealthy, damp site, exposed to noxious exhalations, swarming with mosquitoes, insecure as a foundation for building. There must have been a serious reason to lead people to settle on such an unfavourable spot, and this was obviously its suitability for defence, lying as it did on a long peninsula



IRON SICKLES AND (BELOW) A BONE-HANDED BRONZE AWL OF THE EARLY IRON AGE IN POLAND: TOOLS WHICH WITNESS TO THE SETTLED AGRICULTURAL LIFE OF THE SWAMP DWELLERS OF BISKUPIN.

and entrance in the gable, discovered in dry districts? We know practically nothing as yet of the arrangements for cattle kept in the settlement, of the construction of the roofs of the huts, whether there were potters' workshops on the peninsula, or whether pots were imported. Nor, finally, do we know the exact plan of the whole site; only that it had eight parallel streets or paths.

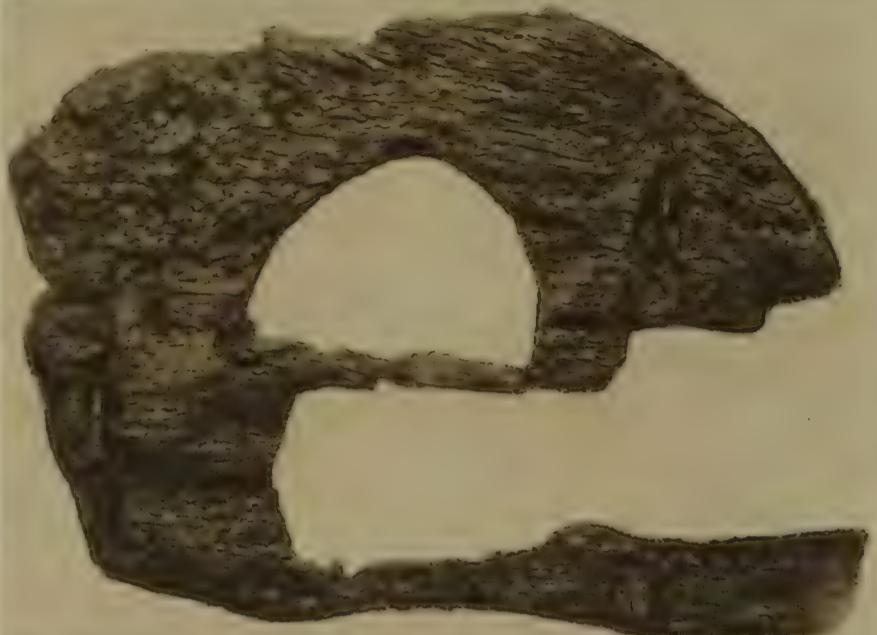


THE FIRST SPOKELESS WHEEL FOUND NORTH OF THE ALPS, AND THEREFORE A DISCOVERY OF IMPORTANCE: A SCUTIFORM WAGON WHEEL; SHOWN HERE PLUGGING A HOLE IN THE FLOOR OF ONE OF THE BISKUPIN HUTS.

THE article by Dr. J. Kostrzewski on the preceding page describes the very interesting prehistoric settlement of Biskupin, in western Poland, found two years ago. It is, to our eyes, a strange site that these early Iron Age "Lusatians" selected about 2500 years ago. Dr. Kostrzewski writes: "The Biskupin settlement was planted on the surface of a peat-bog, more than three feet below the present ground level; an unhealthy, damp site, exposed to noxious exhalations. [Continued below.]

## A POLISH STRONGHOLD OF ABOUT 2500 YEARS AGO: THE DEFENCES AND LAY-OUT OF MARSH-BUILT BISKUPIN.

PHOTOGRAPHS BY M. RUDNICKI, HONORIS CAUSA MEMBER OF THE POLISH PREHISTORIC SOCIETY.



THE SCUTIFORM, OR SHIELD-SHAPED, WAGON WHEEL PRESERVED IN GYPSUM; SHOWING THAT ONE-THIRD OF IT IS MISSING: ONE OF THE MOST VALUABLE AND INTERESTING FINDS FROM THE PREHISTORIC SWAMP SETTLEMENT.

*Continued.]*

the remains of which are shown in two of the photographs on this page. On the lake side there was added, outside the rampart, a breakwater to safeguard the island shore from erosion. It was composed of several rows of piles driven slantwise into the bottom of the lake, with walls of horizontal logs retained between them. The lay-out of the settlement itself is of particular interest, for it shows that the builders were possessed of great ingenuity and foresight. The site by its very nature allowing no room for expansion, use had to be made of every available square foot of ground. Inside the rampart a circular "boulevard" surrounded the village, while across, from east to west, ran eight transverse parallel streets, debouching at each end on the surrounding road. Between the streets stood rows of wooden houses, each having its entrance to the south.



THE WAGON WHEEL RECONSTRUCTED; SHOWING THAT IT TURNED WITH, NOT ON, ITS AXLE, AND THAT THE WHEEL WAS SOLID, HAVING NO SPOKES: THE FIRST DISCOVERY OF ITS KIND FROM NORTHERN EUROPE.

*Continued.]*

swarming with mosquitoes, insecure as a foundation for building." But the position had one advantage which more than compensated for its drawbacks: it was easy to defend against hostile tribes. On three sides the settlement was protected by the waters of Biskupin Lake; on the fourth there was a deep marsh connecting it with the mainland. The natural defences of the place were further strengthened by a formidable surrounding rampart of huge oak caisson-like bins filled with beaten earth and stones. [Continued above on right.]

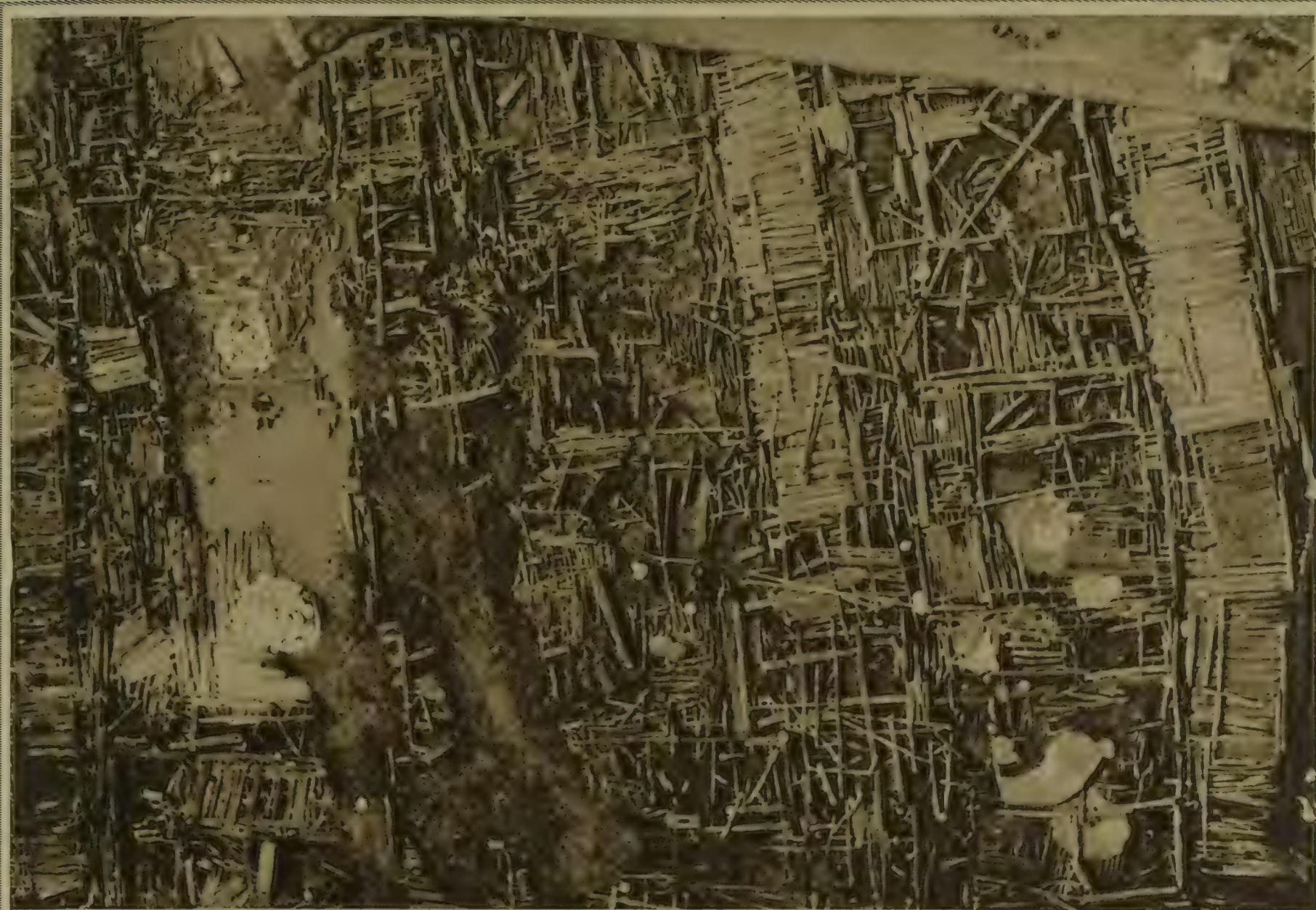


PART OF THE OUTER RIM OF THE SETTLEMENT FROM ABOVE: A FRAGMENT OF THE CIRCULAR STREET INSIDE THE RAMPART (LOWER LEFT CORNER); THE RAMPART (CENTRE); AND THE BREAKWATER (RIGHT).

PART OF THE RAMPART BUILT TO PROTECT THE VILLAGE AGAINST ATTACK: LARGE OAK-LOG CAISONS WHICH WERE FILLED WITH EARTH; THE SIDES BEING FURTHER REINFORCED BY FIELD STONES AND VERTICAL POSTS.

## THE FIRST VILLAGE OF ITS KIND DISCOVERED: BUILT ON A BOG.

UPPER PHOTOGRAPH BY M. RUDNICKI, HONORIS CAUSA MEMBER OF THE POLISH PREHISTORIC SOCIETY; THE TWO LOWER BY DR. J. KOSTRZEWSKI.



FOUR OF THE EIGHT TRANSVERSE PARALLEL STREETS OF THE PREHISTORIC BISKUPIN SWAMP SETTLEMENT; SHOWING ONE (THE SECOND FROM THE LEFT) UNWITTINGLY DAMAGED BY THE OWNER OF THE GROUND WHILE DIGGING PEAT: LOG-PAVED ROADS RESTING ON THE MARSHY GROUND; WITH THE REMAINS OF HOUSES BETWEEN THEM.



ONE OF THE EIGHT TRANSVERSE STREETS OF BISKUPIN: LOGS RESTING ON A BED OF FASCINES LAID DIRECTLY ON THE SURFACE OF THE MARSH—A HITHERTO UNKNOWN METHOD OF CONSTRUCTION.

THE prehistoric village of Biskupin, in the district of Znin, western Poland, is the first settlement of its kind yet discovered. Excavations by the Prehistoric Institute of the University of Poznan, in conjunction with the Polish Prehistoric Society, have been proceeding on the site for two years under the direction of Dr. J. Kostrzewski, the well-known Polish archaeologist, who contributes an article on page 243 describing the many discoveries hitherto made. Further excavations are being undertaken and are expected to yield more information of importance. The village dates from the early Iron Age, that is, about 700 to 500 B.C. It is built on a peninsula jutting out into Lake Biskupin, on a site which then was a swampy island. Contemporary lake settlements are common in Europe, especially in Switzerland, but the typical method of construction was on piles. The Biskupin settlement is peculiar in that the log foundations of the streets and hut floors rest on a bed of fascines laid directly on the boggy ground. To the high lime content of the lake waters, which at one time rose gradually to flood the whole island, we owe the good

*[Continued above on right.]*

*Continued.]*

preservation of the streets, floors, and lower parts of the walls. The upper photograph on this page shows some of the eight parallel streets which are a striking feature of the lay-out of the settlement. The photograph was taken from a small captive balloon equipped with a camera controlled from the ground, an expedient introduced into archaeological investigation by the University of Poznan Expedition. The houses were ranged in parallel rows along the streets. Each had its entrance on the south side, no doubt because of the cold northerly and north-westerly winds which prevailed and still prevail in the district. Notes supplied by M. Rudnicki form the source of much of the information given here and opposite.



A LARGE STONE HEARTH SUCH AS EACH BISKUPIN HOUSE HAD AT THE RIGHT OF ITS ENTRANCE: A CIRCULAR FIREPLACE OF FIELD STONES SMEARED OVER WITH CLAY, LYING AMONG THE FLOOR OF FLAT BEAMS PLACED OVER THE BOG.

## BOOKS OF THE DAY.

JUST thirty-three years ago I was staying at Kilkhampton, Cornwall, with the Rector, the late Canon Thynne, helping him to revise a historical romance he had written concerning his famous ancestor, Sir Bevill Granville, killed fighting for Charles I. at the battle of Lansdowne, near Bath, in 1643. In the intervals of literary labour there were games of croquet on the Rectory lawn, and family whist of an evening; but all that part of my visit—pleasant as it was—is by the way. It is more to my present purpose to recall that the first chapter of the Canon's book, "Sir Bevill," is headed by Tennyson's familiar lines—

And Sir Richard said again: "We be all good English men. Let us bang these dogs of Seville, the children of the devil, For I never turn'd my back upon Don or devil yet."

I am not, of course, reviewing Canon Thynne's novel now, but I may mention (for reasons hereafter perceptible) that his tale opens thus: "The hero of Flores had fought his last and most glorious fight, and found his ocean grave but three short years, when his grandson first saw the light of day in his mother's old home at Brinn, in the centre of Cornwall. Bernarde Granville had married Elizabeth Bevill a few months after that great sea battle in which his father, Sir Richard Granville, in the little *Revenge*, had half-destroyed a Spanish fleet; and on March 23, 1595, Bevill, son of Bernarde Granville and grandson of Sir Richard, was born."

Tennyson's ballad, of which Carlyle remarked, when the poet read it to him, "Eh! Alfred, you have got the grip of it," probably represents the sum total of the average reader's knowledge concerning that great Elizabethan "sea-dog," who is now accorded, for the first time, the tribute of a full biography, in "SIR RICHARD GRENVILLE." The Turbulent Life and Career of the Hero of the Little *Revenge*. By George Herbert Bushnell, F.R.Hist.S., F.S.A.Scot. With sixteen Illustrations and two Maps (Harrap; 10s. 6d.). Here at last belated justice is done to a man who, except for his amazing final exploit, has been unduly neglected by historians. Long before he sank to his rest off the Azores, amid storm and submarine earthquake, he had been adding pages of high significance, if somewhat lurid in detail, to "our rough island story." Sir Richard Grenville was a grim, fierce man, devoid, apparently, of any endearing qualities, and perhaps for that reason he has been overshadowed by the fame of more popular contemporaries, such as Drake, Raleigh, and Sir Humphrey Gilbert. In this admirable book, which is the result of careful research among State papers and other documents, we get the first detailed and consecutive account of his adventurous life as a whole. We learn particulars of his ancestry, upbringing, and marriage; of his fighting in the great battle of Lepanto in what has been called "the last Crusade"; of his activities in Ireland, where he became Sheriff of Cork and acquired large estates; of his experiences as a Member of Parliament; of his work in the strengthening of our coast defences; of the reasons for his absence from the action against the Spanish Armada; above all, of his remarkable privateering enterprises and his pioneer part in the colonisation of America.

It will have been noted that his surname is spelt differently in the two books already mentioned, and Mr. Bushnell points out that, like most names at that period, it assumed a variety of forms. Among modern descendants of the family, he mentions Sir Wilfred Grenfell, known as "Grenfell of Labrador." I should have expected such a work to emanate from the West Country rather than from Scotland, and I regret that Mr. Bushnell has told us nothing about himself; how he came to be interested in the subject, or whether he has any personal associations with Devon and Cornwall. Be that as it may, he has produced a delightful book and an original contribution to historical biography. In his bibliographical list of authorities I notice the name of an old friend of mine, Mr. R. Pearse Chope, of Hartland, whose paper, "New Light on Sir Richard Grenville," published in the Transactions of the Devonshire Association, is described as being "of very real importance to students of Grenville and on no account to be neglected."

American as well as British readers, I think, will find the book something of an "eye-opener" in its redistribution of credit for the foundation of Virginia. Mr. Bushnell dwells on this matter in many revealing passages. Thus, for example, he says: "July 11, 1585, is the real date of the birth of Virginia, for on that day Sir Richard Grenville . . . rowed to the mainland to establish an English colony. There were to be many set-backs, but the British Empire and the United States of America alike had begun their

history. Grenville and Raleigh, the latter for the present a sleeping partner, were changing the map of the world."

We do not hear much of Sir Richard's domestic life, and little is known of his wife beyond her name and lineage, and the fact that she survived him for thirty years. During the time he spent at his Cornish mansion—Stowe, near Kilkhampton and Morwenstow—he surveyed the north coast of Cornwall for defence against possible raids or invasion, and among other things, we are told, considered refortifying the ruins of Tintagel Castle. I should like to know where the author found the record of Sir Richard's perilous climb there, which he so vividly describes. Among various poems concerning him quoted in the book is one by Martin Lluellyn (or Llewellyn), but its source is not stated. As a matter of fact, these verses are inscribed on Sir Bevill's tomb in Kilkhampton Church. They appeared in "Oxford University Verses" (1643). Their author, who was a physician as well as a poet, died in 1682.

quite legally deprived of his office. Nothing more is known of this case, but it seems not to have increased his popularity in the district."

It is a far cry, politically as well as chronologically, from the Spain whose "power and glory" Sir Richard Grenville had "held so cheap," to the Spain of to-day, torn by civil strife over causes which he and his Spanish foes could hardly have imagined in their wildest dreams. I have no book to notice bearing on these present discords, but if ever the land of Cervantes (who, like Sir Richard, fought against the Turks at Lepanto) becomes once more "a land of settled government," English-speaking motorists, who of late have been suffering there discomfort and danger, will turn again to a new edition of "THE ROADS OF SPAIN." A 5000 miles' journey in the new Touring Paradise. By Charles L. Freeson, F.R.G.S. (Stanley Nott; 7s. 6d.). This well-written and well-illustrated work contains, besides the text, seventy-five photographs by the author, a key-map, suggested itineraries, a glossary of motoring terms, and a list of useful Spanish phrases.

This last feature might have been extended in unexpected directions had the author compiled it during recent weeks! There is perhaps an element of subconscious foresight in his phraseology concerning Spanish roads. "Spain," he writes, "has recently effected an absolute revolution in the way of road reform, and with such energy has the work been carried out, and with such wholly exceptional skill, that Spanish highways may be described with truth as the finest in the world. . . . Anyone who is not *au fait* with Spanish internal progress in the last three or four years will probably have expected a 'revolution' of a different kind." As it turns out, such anticipations would have been amply justified.

A rousing and militant life-story, in keeping with the present atmosphere of Spain, is self-told in "A TOAST TO REBELLION." By Giuseppe Garibaldi. With nineteen Illustrations (Lane; 12s. 6d.). The author is a grandson and namesake of the great Liberator of Italy, and his own adventures have been worthy of the family tradition. They show that, even in modern days, men can live a life of action not unlike, in essentials, to that of the old Elizabethan "sea-dogs." If Sir Richard Grenville had recorded his own experiences, one feels, the result might have been akin, *mutatis mutandis*, to these memoirs of General Garibaldi. As a boy of seventeen, he fought beside his father, General Ricciotti Garibaldi, for Greece against the Turkish invaders. After visiting his grandfather's battlefields in South America, he went, at his father's orders, to fight on our side in the South African War. His personal sympathies had previously been rather

with the Boers, but on the spot he came round to his father's views. Very interesting is his interview with Kitchener: "'You come well recommended by your name and by these letters,' he said. 'And I see that you were born in Australia.' . . . Then he rose and shook hands with me. 'I'll send you to my brother Walter's moving column, so you'll have plenty of action. Report to him. I'll send him instructions. Good luck.'"

Next we find General Garibaldi in Venezuela, fighting against the dictator Castro, and dodging death in the jungles of the Orinoco. Escaping from a fortress, he goes to Mexico and becomes Madero's chief-of-staff in the revolution that overthrew Diaz. Later, he served in the Balkan War, that "prelude to Armageddon." The closing passage of this thrilling tale of real-life adventure, which urgently calls for a sequel, leaves the fire-eating General on the brink of the greater conflict.

"I was in New York," he writes, "in the summer of 1914 when the shattering events after Serajevo culminated in a world at war. Heart-sick at the thought that Italy had not aligned herself at once against the Central Powers, I was preparing to leave to fight for France, when I read in the papers of my father's offer to the French Government to raise an Italian legion of Red Shirt volunteers. . . . It was to be a bitter disappointment to him, lame and in his sixty-eighth year, that the French War Office decided that I, a younger man, should assume command of the Red Shirts in 1914. And from China, Egypt, Cuba, the United States, and Italy came seven Garibaldis, his sons, to follow his lead and offer their swords to France. Two were to give their lives. Such is the tradition."

C. E. B.



NOW A PERMANENT BRANGWYN MUSEUM IN THE ARTIST'S NATIVE CITY: THE HOTEL ARENTS (PART OF A FIFTEENTH-CENTURY PALACE) AT BRUGES, HOUSING A GREAT COLLECTION OF MR. FRANK BRANGWYN'S WORKS PRESENTED BY HIM.



CONTAINING 444 PAINTINGS, DRAWINGS AND ETCHINGS BY MR. FRANK BRANGWYN, R.A., TREASURED BY THE CITY OF HIS BIRTH AS THE "WORKS HER GLORIOUS SON GAVE HER": GALLERIES IN THE BRANGWYN MUSEUM AT BRUGES.

Mr. Frank Brangwyn, R.A., the famous artist (of whom we give a portrait on the opposite page), has presented to Bruges, his native city, 444 of his own works, comprising studies for mural and decorative paintings, lithographs, etchings, woodcuts, water-colours, and sketches in oil and tempera. Two important works in tempera are "The Descent from the Cross" and "The Afflicted." For both of these he has refused high prices, his principle being not to sell religious works unless commissioned for ecclesiastical buildings. There are also his large cartoons for the Stations of the Cross designed (but never completed in oil) for Arras Cathedral and other war-damaged churches in France. The whole collection has been housed in the Hotel Arents, which is part of the Gruuthuse, a fine old fifteenth-century palace, and will henceforth be known as the Brangwyn Museum. The opening ceremony, on July 24, was attended by the Cardinal of Bruges and all the civic dignitaries of the city.

One local incident, during the time when Sir Richard was serving on a Parliamentary Committee dealing with the observance of the Sabbath, concerns a predecessor of Canon Thynne's, and would have amused him, if he had not already known of it. The biographer writes: "He [Sir Richard] was back at Stow in February, 1585, turning the parson out of Kilkhampton Church. For this act he was called upon to answer, since it was reported that he had committed unlawful violence in the parsonage house, to the terror and danger of Mrs. Pagett, the parson's wife. It is certain that Grenville had turned Mr. Pagett out, but he strongly denied, in his letter to Walsingham of February 20, that he had used violence in obtaining possession of the parsonage, and urged that the parson had been

## DONOR OF HIS WORKS TO BRUGES AND HONOURED AS HER "GLORIOUS SON."

FROM THE PAINTING BY J. KERR-LAWSON. (COPYRIGHT RESERVED.)



"FRANK BRANGWYN, R.A.," BY J. KERR-LAWSON: A PORTRAIT OF THE FAMOUS PAINTER WHO HAS RECENTLY PRESENTED A LARGE COLLECTION OF HIS OWN WORKS TO HIS NATIVE CITY OF BRUGES. (SEE OPPOSITE PAGE.)

Mr. Frank Brangwyn, R.A., whose world-famous mural paintings, originally designed for the House of Lords, are now in the Civic Centre at Swansea, is of Welsh extraction, but was born, in 1867, at Bruges. His father, William Curtis Brangwyn, an ecclesiastical architect, lived there, and designed the Church of St. André. As noted opposite, Mr. Brangwyn recently presented to Bruges 444 of his own works, and the Burgomaster, acknowledging the gift, said that "a permanent Brangwyn Museum would religiously keep the many works her

glorious son gave her." Mr. Brangwyn was prevented by illness from attending the opening ceremony. It was understood that his native city would bestow on him the rare distinction, only twice before accorded, of *Citoyen d'Honneur de Bruges*. The King of the Belgians has promoted him a Grand Officer of the Order of Leopold. The above portrait has a setting symbolic of his genius. On the medallion in his hand Mr. Kerr-Lawson has introduced a small portrait of himself, with the words, "*Io piccolo; lui grande*," as a tribute to the master.



THERE are no reliable statistics published, but it is believed that 99.5 per cent. of the population of this country connect the word "Dresden" with charming little porcelain figurines of shepherds and shepherdesses, and that 99.9 per cent. think that Meissen is a village in China! This last seems to worry some of our educationists profoundly: they keep on insisting that Dresden china ought not to be called Dresden china, but Meissen china. As the stuff has always been called Dresden and has always been made at Meissen (which is quite near that delectable Saxon city), I prefer to keep to its traditional name: this is one of those cases where the mistakes of our eighteenth-century ancestors, poor, ignorant creatures, are hardly worth correcting. This admirable Saxon porcelain began to arrive in England in quantity about the year 1740, and it is reasonable to suppose that the majority of the pieces thus imported were not figures (though these would probably attract most attention), but services made for use and not merely for

## A PAGE FOR COLLECTORS.

### UNFAMILIAR DRESDEN.

By FRANK DAVIS.

what mingled envy and pleasure must men have handled the first importations! No wonder every princeling in Europe was anxious to steal the secret and set up his own rival factory!—and no wonder the Saxon Government took every possible step to prevent workmen from escaping! Others tried bribery, but it was left for Frederick the Great of Prussia to adopt more direct methods, for which the outbreak of the Seven Years' War provided sufficient excuse. His army had no sooner entered Dresden in 1756 than thirty-two boxes filled with porcelain

Mr. Honey, in a note, quotes a long and extremely illuminating reference to Count Heinrich von Brühl, the Elector's minister, who had been in charge of the Meissen works from 1733 until the Seven Years' War. "This man," says Walpole, "whom no merit, or no merit that is known, had recommended to Augustus the Third, governed absolutely, I may say, reigned in Saxony, for the prince, who hated pomp, and divided his time between his priests and his forests, chose that Brühl should be his proxy to display that grandeur, which Germans take for empire—

and he could not have made a proper choice. As elector, Brühl was magnificent, expensive, tawdry, vain—as minister, weak and false. He had two or three suits of clothes for every day in the year—strangers were even carried to see his magazine of shoes! This man, who had mortgaged the revenues of Saxony to support his profusion, and who had prepared nothing but bawbles against a prince that lived in a camp with the frugality of a common soldier . . ." The "bawbles" are these cups and saucers, and the thousand and one other products of the factory.

Finally, a word about these charming little landscapes, whose violet-red colouring is so admirably set off by the yellow which surrounds them. Were they original scenes devised by the painters out of their own imagination, or were they merely adaptations from popular prints and pictures? Opinions differ on this point, but there is



1. THE QUIET GOOD TASTE OF THE CHINA PRODUCED BY THE MEISSEN FACTORY FOR ORDINARY COMMERCIAL PURPOSES: TWO PIECES OF A DRESDEN BREAKFAST SERVICE WITH LANDSCAPES PAINTED IN VIOLET-RED ON A YELLOW GROUND. (1740-1750).—[Reproductions by Courtesy of Messrs. Amor.]



2. EIGHTEENTH-CENTURY LANDSCAPES SHOWING A VARIETY OF CHARMING SCENES PAINTED ON DRESDEN CHINA: CUPS AND SAUCERS AND A BOWL FROM THE BREAKFAST SERVICE ALSO ILLUSTRATED IN PHOTOGRAPH NO. 1.

decoration—something like the extremely attractive breakfast set of the illustrations which appears to date from about that period. It seems to me that from such pieces as this, one can arrive at a juster appreciation of the high standard reached by the factory than by confining oneself to the study of more elaborate and more technically difficult examples, for these are average cups and saucers made for the commercial market, and not special orders for the pleasure of a prince or his powerful minister. An Elector of Saxony or an extravagant grandee like Count Brühl would not have been content with so simple and ordinary a service—lesser mortals whose purse was not so deep could very well make do with a design of no particular extravagance and shapes which were merely pleasing variations on an octagonal theme. Colours—yellow, with the paintings in a soft violet-red. Mark underneath in blue—the crossed swords.

It is an easy matter for us to admire the quiet good taste which went to the making of this design, but not so easy to put ourselves in the shoes of those who first witnessed the arrival of such things in this country. The point is that at long last the secret of the Chinese had been discovered, and the marvellous material porcelain was being made in Europe: with

company which included the Meissen factor, Helbig, who restarted the business during the Prussian occupation, and sold an enormous amount of porcelain to Frederick. Indeed, Frederick seems to have taken almost the entire output during this period: there was very little production of ordinary wares. Helbig, accused of working for the enemy, excused himself—and not unreasonably—on the ground that he merely wanted to restart the factory.

from the warehouse were sent to Berlin, and his agent went to Meissen, only to discover that the kilns had been destroyed and the apparatus removed. What followed is an odd story, for which my authority is the excellent book by Mr. W. B. Honey, recently published by Black. Frederick "sold" the whole concern to his army contractor, who leased the works to a

a plate at the Victoria and Albert Museum which Mr. Honey is able to identify as being copied from a print by Melchior Küsel of Augsburg, published in 1682 (by the way, there's a very spirited print by this German engraver in the British Museum of the action at Scheveningen in 1653 between Blake and Van Tromp, with portraits of the two Admirals), and this seems to suggest that the practice of relying upon other men's designs was common. The little landscapes on the set illustrated here have a familiar aspect, though I have not so far been able to trace any definite source which would account for them: those who have a passion for the pursuit of needles in haystacks, and unlimited time at their disposal, are hereby recommended to make the attempt. In any case, copies or no, the interesting thing about these scenes is the great skill with which they are painted, and the fact that there is no attempt at repetition—each piece is provided with a different landscape exactly suited to its size and character.

As far as I know, no one has tried to make a collection of Dresden based upon these varied and charming painted landscapes: it would be an uncommonly interesting pursuit.



3. LANDSCAPES CONVENTIONAL IN COMPOSITION, BUT NONE THE LESS AGREEABLE, ON DRESDEN CHINA: TWO PIECES FROM A BREAKFAST SET PRODUCED BY A FACTORY WHICH, CONTRARY TO A WIDELY-HELD BELIEF, DID NOT DEVOTE ITSELF CHIEFLY TO MAKING PORCELAIN FIGURES.

## A CELESTIAL BETROTHAL—IN A SIXTH-CENTURY INDIAN WALL PAINTING.



THE EARLIEST BRAHMANICAL WALL PAINTING YET DISCOVERED IN INDIA: THE BETROTHAL OF SHIVA (LEFT) AND PARVATI (RIGHT CENTRE), WHO INCLINES HER HEAD TOWARDS HIM IN THE CEREMONY OF "PANIGRAHANA."

The earliest Brahmanical wall paintings yet known in India were discovered in the autumn of 1935 by Miss Stella Kramrisch in the large Vaishnava cave (known as Cave III.) in Badami, Kaladgi collectorate, in the Deccan. The cave has a dated inscription of Mangalisa, son of Pulikesi I., the Calukya King. The year is Saka 500 (578 A.D.). Apart from being the earliest Brahmanical wall paintings, these are also the earliest records of painting in India which are definitely dated. The Buddhist wall paintings at Ajanta can be dated on stylistical and epigraphical grounds, and there is a considerable affinity between the later work at Ajanta and the Badami paintings. The cave has been visited frequently and has been dealt with exhaustively in archaeological literature. But while the sculptures at Badami were the subject of a monograph (R. D. Banerji, "Bas-reliefs at Badami"), the paintings were not noticed. They occupy the concave surface of a heavily-vaulted cornice, which affords protection against the rain and the strong light of the sun, and the latter may have blinded the visitors to the cave. The paintings, though faint, are of a high quality. Their subjects are Shivaistic; there is a figure of Shiva of a pale brown complexion dancing, and high red pillars with white cushion capitals behind him. This scene, however, is less clearly discernible than the one next to it, which is also set in front of pillars. It shows a group of heads, and amongst them those of Shiva and Parvati can be recognised.

The figure to the left proper of Parvati may be her father, Parvataraja. A branch of sugar-cane seems to be held by another figure. The two main figures, Shiva with matted hair and Parvati bending towards him, stretch out their hands in the ceremony of "panigrahana"—i.e., the taking hold of the hands in the act of betrothal (Kalyana Sundara Murti). Women look down on the scenes from a balcony. The figures are painted in a pale ivory shade (Parvati) or dark brown (an attendant figure) or else a greenish blue. They are fully modelled in colour, with high lights. Divided from this scene by a "shardula" carved in the round, a flying couple (Gandharva and Apsaras) are placed against a feathery cloud and the Gandharva raises his delicately shaped left hand. There are several other portions of paintings preserved in this cave as well as in the smaller Vaishnava cave (Cave II.). Wherever the walls of the cave were not sculptured they were covered with paintings. Moreover, the sculptures were altogether painted and the same colours were used for both. The plastic form was painted (there are abundant traces to show this), the painted surface in its turn being fully modelled with all the means available to painting. Sculpture and painting in India are closely connected. Sculpture is the primary art and painting comes up to it with its own means. The interconnection and collaboration of the two is shown nowhere as clearly as in the large Vaishnava cave, Badami.—[By STELLA KRAMRISCH.]

# The World of the Cinema.

By MICHAEL ORME.

## "UNDER TWO FLAGS."

THAT prolific authoress and, in her day, "best-selling" novelist, Marie Louise de la Ramée, whose *nom-de-plume* was "Ouida," was wont to see life and write of it in superlatives. Her characters moved in an atmosphere surcharged with emotion, her fashionable beauties trailed clouds of glory, and her god-like Guardsmen have become a byword. In fact, "Ouida's Guardsmen" very possibly represent to the modern generation all that remains of her actually well-varied portrait gallery, with the exception of Cigarette! Cigarette, the darling of the Foreign Legion, who loved, but was not loved by, the doughty Sergeant Victor, for whom she died on the field of battle! Cigarette, the heroine of "Under Two Flags," which "Ouida" wrote in 1867, was one of those vivid creations destined to live on, though the memory of her background and her adventures is faded, and only a blurred outline remains of adventures that once had the power to hold us spellbound. For "Ouida" had power and imagination and an enthusiasm for her characters that gave them a semblance of reality, however exaggerated they might appear to the reader of to-day. She told her stories well; she had good stories to tell. Many years have rolled by since I read "Under Two Flags," and now that I am confronted with it once again, in its screen-form at the Tivoli, I am confounded by the fact that none of the details and only a general impression of "Ouida's" packed pages have stayed with me. Did her colourful tale really conform so closely to the Foreign Legion legend as we know it to-day? Was it actually the forerunner of "Beau Geste" and his kin? Certainly her famous novel contained all the ingredients for rousing and spectacular Legion drama, threaded through with romance, and the twentieth-century Fox production, directed by Mr. Frank Lloyd, does not miss a single opportunity for exploiting the glamour of the Near East and the thrills of desert warfare on a scale that would probably have delighted "Ouida." The period of her story has been shifted "to the turn of the century." That change of date brings in its train a change of attack on the leading parts which to some extent undermines the balance of the love interest, leaving the picture to find its major strength in the culminating scenes of ambush, massacre and dashing rescue.

the classic method of sending him to almost certain death on the battle-front. Mr. McLaglen, fine actor that he is, suddenly emerges from a "Flagg and Quirt" situation to state, forcibly and tensely, the agony of a jealous mind driven to the point of ruthlessness. He lifts a brief scene into histrionic prominence without effort by the natural power and integrity of his acting. Subsequently relenting, he leads his company into action, only to be surrounded by hordes of Arabs, whose endless cavalcades sweep over the sand-dunes with deadly intent and pictorial impressiveness. It is left to Cigarette to arrive in the nick of time with the relief column of *chasseurs*. They gallop grandly through the camp of the rebellious Arab chief—a gentleman with an Oxford accent, manners to match, but a nasty native way with prisoners—and reduce it, most satisfactorily, to smitherens. Poor little Cigarette, however, stops an Arab bullet and dies, very touchingly, in Victor's arms.

Miss Claudette Colbert gives further proof of her versatility by turning her pretty back on sophistication and playing the high-spirited child of nature with the right touch of temperament and tenderness. Her Cigarette may be an up-to-date edition of "Ouida's" heroine, but she cuts a gallant figure; she is vivid and swift, and she handles her death-scene with beautiful discretion. Mr. Ronald Colman has little incentive to add anything to his "Beau Geste" characterisation, but since the part of Victor is cast in the self same mould, his easy assurance, his charm and his dry

"WHOM THE GODS LOVE."

The chronicle of a lifetime, even when it covers so short a span of years as that allotted to Wolfgang Amadeus Mozart, is a difficult thing to deal with in dramatic form. Mozart's genius manifested itself at an early age; he made his débüt in Vienna as a six-year-old prodigy, playing the piano and the violin. A year later his first sonata was published, and before he had reached his teens, an opera,



"THE PRINCESS COMES ACROSS," AT THE PLAZA: FRED MACMURRAY AS KING MANTELL, THE CONCERTINA-PLAYING DANCE BAND LEADER WHO IS INVOLVED IN A MURDER ON BOARD A TRANSATLANTIC LINER.

The protagonists in the drama on board the s.s. "Mammoth," in "The Princess Comes Across," are King Mantell, Princess Olga (Carole Lombard), a blackmailer named Darcy (Porter Hall), and a party of detectives going to an international convention. Darcy is murdered and the hunt for his slayer provides a series of thrilling developments.

humour suffice to carry on a pleasant tradition. Mr. Nigel Bruce's complacent Britisher and Mr. Herbert Mundin's devoted Cockney are neatly interpolated character-studies in the lighter vein, and Mr. Gregory Ratoff deals vigorously with a seasoned and therefore cynical Legionnaire. Arizona's arid wastes have yielded several majestic landscapes, and the traffic of Abeshe's market, with its heterogeneous crowd, adds its lively note to Mr. Frank Lloyd's big canvases.

a symphony, and a whole list of smaller compositions stood to his credit. All this is common knowledge; I recapitulate it merely to indicate the nature of the task undertaken by Mr. Basil Dean, producer and director, and Miss Margaret Kennedy, the writer of "Whom the Gods Love," a new British picture presented at the Curzon Cinema. For, beginning as they do with the wonder-child playing at the Court of the Empress of Austria—and a chubby little Marie Antoinette crunching sweets amongst the audience—and ending with the triumph of "Die Zauberflöte," in the year of the composer's early death, they have had to pack well-nigh three decades of amazing musical activity and emotional experience into the prescribed limits of a screen-play. The result could hardly fail to be episodic, nor has it been easy to bridge gaps which leave the onlooker somewhat bewildered. The relations between Mozart and Constanze Weber, younger sister of the beautiful Aloisia, to whom the youthful musician had first paid his addresses, suffer dramatically from the *embarras de richesse* of the subject-matter. The devoted Constanze, though swiftly repentant when her Wolfgang claims her help, seems to yield too easily to the wealthy Prince Lopowitz's proposals, and to accept without question the first indication of her husband's apparent infidelity. That impression is created entirely through lack of time to develop an interesting conflict steadily and as a whole.

As a series of *tableaux parlants*, however, to an accompaniment of Mozart's music, the picture unfolds a wealth of beauty. Mr. Basil Dean has been at immense pains to secure authenticity of *decors* and of costume. The streets of Salzburg, where the composer must have roamed in his early youth; the famous St. Peter's Church, where his Masses were originally performed, no less than the fine interiors of palaces and the humbler dwellings of struggling genius, engross the eye in constant change of grouping, and of line. Mr. Dean is never at fault in the composition of his pictures, and some of them are vignettes to be treasured. The period scenery and dressing of "Die Zauberflöte" adds its convincing note to settings that reconstruct the first performance of the opera in the *Theatre auf der Wieden*.

With characterisations touched-in spasmodically, as it were, the players are called upon to suggest their joys, their sorrows and their purposes pictorially, rather than emotionally. Mr. Stephen Haggard, despite his staccato diction, establishes the charm of Mozart, the pathos of his premature decline, and the impulse of his genius. Miss Victoria Hopper moulds her Constanze in appealing simplicity, finding an effective foil in Miss Liane Haid's more mercenary Aloisia, a siren whose foreign accent invades the Weber household somewhat arbitrarily. Mr. John Loder plays the handsome philanderer according to the rules of the game.



"UNDER TWO FLAGS," AT THE TIVOLI: A FINE SCENE OF DESERT WARFARE FROM THE FILM BASED ON OUIDA'S FAMOUS NOVEL.

"Under Two Flags" depicts the love of Sergeant Victor, of the French Foreign Legion, and Lady Venetia Cunningham (Rosalind Russell). Cigarette (Claudette Colbert), who keeps an *estaminet* at Abeshe, also loves Victor; while Commandant Doyle (Victor McLaglen) loves Cigarette, and is jealous of Victor. In the end, however, Cigarette persuades Commandant Doyle to rescue Victor from a perilous situation; and she herself is killed by an Arab bullet as Victor is saved.

Cigarette in her more modern guise runs an *estaminet*, where she first meets and falls in love with the gallant Sergeant Victor, an Englishman who, true to type, has shouldered the blame for a younger brother's misdemeanour and sought oblivion in the Legion. The little French girl, however, sets her cap in vain, for the arrival of a British party with the lovely Lady Venetia in its midst seals Victor's fate. Victor and Venetia dally in the moonlight, Cigarette sheds tears of thwarted passion, and her ardent admirer, big, husky, amorous Major Doyle, misinterpreting her distress, is consumed with jealousy. Here the love-theme, so far a trifle self-conscious, gathers a significance which owes a great deal to Mr. Victor McLaglen, who, as Major Doyle, attempts to rid himself of his supposed rival by



THE PATHETIC END OF CIGARETTE (CLAUDETTE COLBERT), IN "UNDER TWO FLAGS": THE LITTLE ESTAMINET KEEPER DIES IN THE ARMS OF THE MAN SHE LOVES, AFTER LEADING THE EXPEDITION WHICH RESCUED HIM FROM THE ARABS.

# "I haven't seen you for years"

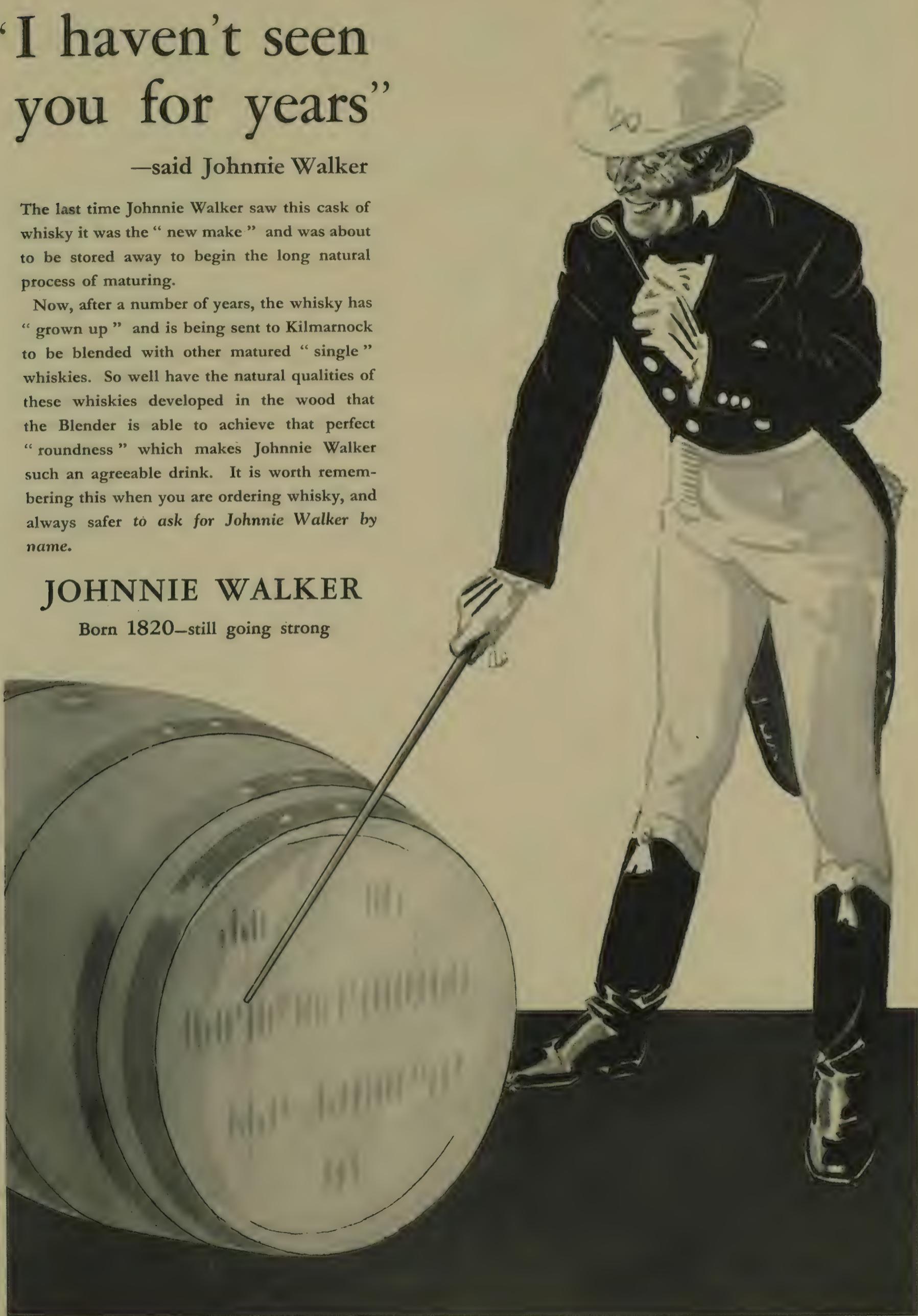
—said Johnnie Walker

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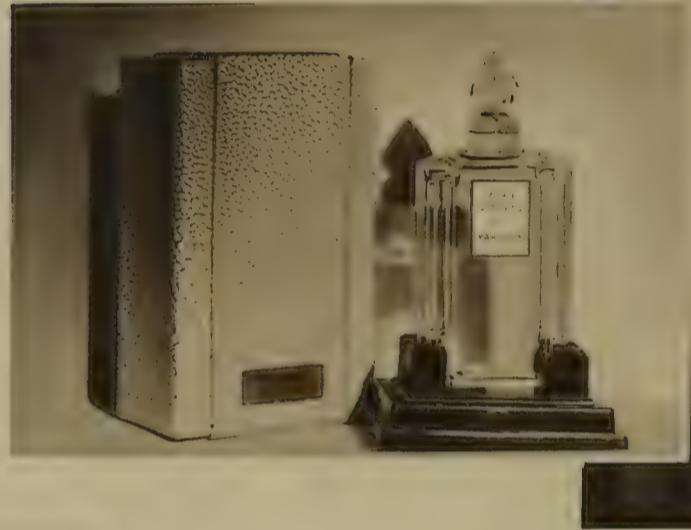


# Of Interest to Women.



## Individuality in Fashions and Perfumes.

It is now universally acknowledged that individuality in dress is all-important, and during the last decade or so the great creators of scents have endeavoured to persuade women that perfumes should be used in no haphazard manner, but in harmony with modes and moods. As a matter of fact, the latter word in this instance signifies occasions both formal and informal. Marshall and Snelgrove, Oxford Street, and Yardley's, 33, Old Bond Street, are responsible for the pictures on this page. They show perfumes and frocks for morning, noon and night; naturally there are many variations on these themes. At the top of the page on the left is an evening dress for five and a-half guineas; the cape effect edged with fringe. It is very luxurious, and so is Yardley's orchis perfume; it conjures up wondrous nights at Monte Carlo, Le Touquet, and Deauville.



## Printed Crêpes and April Violets.

"April Violets" suggests simplicity, and it is for this reason that it has been chosen to accompany the ensemble above, with its neat little coatee. It is of printed crêpe-de-Chine and may be obtained at Marshall and Snelgrove's for six and a-half guineas. Youthful in every line is the taffeta dress below with its becoming sleeves, and although it is trimmed with ciré braid (a daring conceit which is very successful and hence completely justified) and there is a belt at the waist, the cost is only six guineas. In complete harmony with it is Yardley's "Fragrance," which creates a light, happy atmosphere.

## Oatmeal Linen and Lavender.

Lavender, the lovable fragrance, is ever associated with the great outdoors; hence it may appropriately be used when this fancy oatmeal linen dress on the left is worn, of which one may become the possessor for 98s. 6d. As will be noticed, it fastens with a large button on the left shoulder, the scheme being completed with an embroidered belt. Now, reverting to lavender, it is sometimes overlooked that it has an extremely beneficial effect on the mentality, and when a few drops are sprinkled in the palm of the hand and subsequently inhaled, an incipient headache may be overcome. Furthermore, it is very refreshing when travelling by air, sea, or land.



## Parades of Fashion.

It is pleasant news that Marshall and Snelgrove have arranged Parades of Autumn Fashions from the 11th to the 14th. They will take place every day at 3 p.m. in the Chintz Restaurant. As space is limited, admission is by tickets only; these may be obtained on application by writing or by telephoning. There will be simple dresses, wraps and their accessories suitable for country wear, as well as more elaborate affairs.

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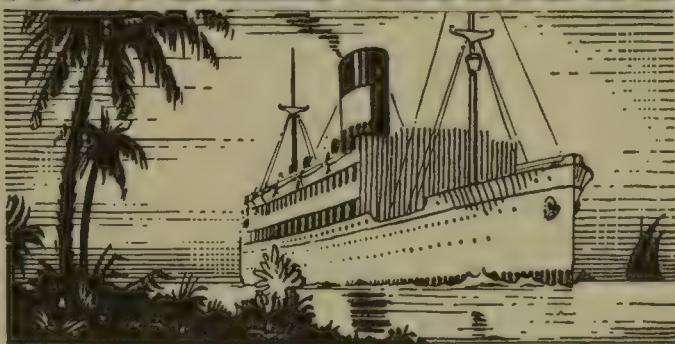
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# FINANCE AND INVESTMENT.

By HARTLEY WITHERS.

## "MALNUTRITION" AND THE INVESTOR.

EVERYONE who reads his or her paper with an eye to the things that matter must have been shocked by recent evidences of malnutrition,

as given in a debate in the House of Commons with regard to this country, and amplified with regard to all the world by a lately published League of Nations report. But one aspect of the matter may have escaped the attention of many, namely, that this is not only a matter which rightly rouses our senses that "something ought to be done about it" on humanitarian and sentimental grounds, but that our most purely material interests, as investors in any sort of industry or enterprise or in public debts, require that we should use all the influence we can to get this question of an under-fed population put right. As investors we want good business and active trade all round; as debt-holders we want to see abounding revenue and diminished expenditure on repairing the ravages of disease; and as taxpayers, in spite of Mr. Chamberlain's reassuring hope that we have "seen the worst," we very much want to secure any relief that improving revenue and diminished expenditure might secure for us. Very well then, if it is true, as it seems to be, that the greater part of the world's population is undernourished, and consequently neither as efficient or as healthy as it might be, the correction of this state of things would mean a long string of results which would be of material benefit to all of us.

In the first place it would mean that there would be a greatly increased demand for farm products, giving fresh hope to agriculture, which has been, perhaps, more sorely buffeted than any other industry by the effects of the recent collapse in world prices, which has only been partially recovered by the rally during the past year. The result of this increase in the purchasing power of the farming class in all countries would evidently be a better demand for manufactured goods—machinery for farming operations, motor-cars, clothes, and all the comforts which those who provide us with food have been wanting to buy. The impoverishment of the agriculturists has been, as is well known, one of the most important causes of industrial depression; and any development which gives them a chance of a better life will benefit not only them, but all the trades and

industries which minister to their needs. Further, those countries in which agriculture is the chief industry depend largely for their revenues on agricultural prosperity, and its impoverishment has obliged many of them to default, wholly or in part, on the service of their debts. These defaults have diminished the incomes of bondholders, reducing their purchasing power and so adding to the depression. Besides the manufacturing industries which have suffered by the agricultural impoverishment, there is also the shipping trade, so hard hit by the prevalent fashion among the nations for self-sufficiency, which has made them live as far as possible on their own products. A general increase in the demand for food would mean that many countries which are now enabled to feed themselves, or, rather, to underfeed themselves, on their present standards of living, would be obliged to import more freely; and so our shipping industry would have a better chance of earning profits, and its greater prosperity

would quickly be communicated to shipbuilding, another of the Cinderellas in our industrial outfit. These examples of what better feeding might do for different kinds of business suffice to show that underfeeding is a matter in which all kinds of investors are closely interested.

## EVIDENCES OF UNDER-NOURISHMENT.

In the Parliamentary debate concerning this matter not long ago, plenty of examples were given of the bad effects of under-nourishment on the families, and especially the children, of the unemployed in the distressed areas. These statements aroused very earnest attention, as they were bound to do; and there is no doubt that the whole question of our domestic feeding problem is engaging the serious consideration of the authorities. But we hear so much about under-feeding at home, that we are too apt to regard the problem as one which concerns us more than other countries, and it may be surprising to many to learn that it is, in fact, equally acute nearly all over the world, and much more acute in most of it. This fact means that if any concerted action can be taken to improve the condition of all who need it, the effect on world trade and world prosperity will be very marked. The League of Nations report tells us that even in the United States, at the time of its highest prosperity, "most families were

## THE BUSINESS ASPECT.

It has been shown how great would be the benefits to all kinds of business, and therefore to investors in all kinds of securities, if this evil blot on our civilisation could be removed; and it need not be said, now that "poverty in the midst of plenty" is almost a proverbial expression, that no scarcity of foodstuffs justifies its continuance. There are, of course, serious difficulties to be overcome. In the first place science tells us not to be too dogmatic about the kind of food that is required in different climates and under different conditions. Nevertheless actual experiments made in feeding have shown definitely that health and growth can be promoted by certain kinds of diet. In the main, bad feeding, as was to be expected, has been shown to be the result of poverty, which prevents people



THE ARRIVAL OF THE FIRST CANADIAN TRANS-CONTINENTAL TRAIN, FIFTY YEARS AGO, RE-ENACTED AT PORT MOODY, IN BRITISH COLUMBIA: LADIES IN THE COSTUMES OF 1886 WHO WELCOMED THE TRAIN; AND (INSET ABOVE) THE QUAINTE OLD LOCOMOTIVE WHICH DREW IT.

The arrival of the first Canadian Pacific train to make the journey through from Montreal to the Pacific was re-enacted recently at Port Moody, situated at the head of Burrard Inlet above Vancouver. Port Moody was the original terminus of the C.P.R. on the Pacific, in the days before the growth of Vancouver. An ancient railway engine, of a type now never seen outside museums, with a huge ungainly funnel, and wood stacked in the tender, clanked into Port Moody station. It was drawing equally antiquated passenger carriages. The train was greeted by a concourse of men and women in the dress of 1886, and by a huge crowd which included Mr. G. McGeer, the Mayor of Vancouver, Mr. R. B. Bennett, former Premier of Canada, and Mr. T. D. Paitullo, Premier of British Columbia. It was a remarkable fact that the driver and the guard on the train were the same men who had brought the original train into Port Moody fifty years ago—material evidence of the fact that all the wonderful developments that have been brought about by the completion of Canada's first trans-Continental railway have occurred within the short space of a man's life.

*Lower Photograph, C.P.R., Copyright.*

living on inadequate diets," and it need hardly be said that, since the depression, the position has become a good deal worse. In the poor quarters of Paris, from 20 to 30 per cent. of school children were found to be under-nourished; in some cases the only meal the children had during the day was that provided by the school canteen. Similar cases are reported as frequent in Yugoslavia. In Poland, according to a recent estimate, 25 per cent. of school children are ill-nourished in certain regions, 7 per cent. are threatened with tuberculosis, while additional meals should be given to at least 50 per cent. Even Scandinavia, which has met and dealt with these social problems with so much general success, shows the marks of under-nourishment. In 1931, 43 per cent. of the children in the villages in the north of Norway were suffering from rickets; and the proportion in two northern counties of Sweden was 33 to 67 per cent. Dental caries is a scourge all over Europe. And so the dreary tale goes on.



from buying enough of the right kinds of food, and ignorance, which prevents them from knowing what should be bought. It should, therefore, be the aim of all who wish to see this evil extirpated to encourage every movement which raises the standard of life of the poorest members of the community, and diffuses knowledge of the principles of good feeding. For raising the general standard, it is evidently necessary that the tendencies, restrictive of trade, which have lately been prevalent in all countries, should be reversed. As the League of Nations report points out, the standard of living in large areas of the world has been reduced owing to the effect on income of the depression and owing, further, to the restrictions on the international movements of goods which have been imposed during the years of depression.

"To restrict the power of foodstuffs at the lowest prices compatible with the maintenance of agricultural supplies must, of necessity, adversely affect that people's nutrition. The two first essentials of a sound economic policy directed towards improved nutrition are the absence of restrictions on the supply of foodstuffs that tend to raise prices and provision against avoidable fluctuations in the availability of supplies." Coming more closely to the details of the problem, the report indicates that an increased demand for fresh milk and fresh vegetables would probably be met in the main by the output of national agriculture, and that, on the other hand, countries would probably resort to a greater extent to international and, more particularly, inter-Continental trade to satisfy the demand for certain other products, such as cereals, sugar, and frozen or chilled meat. The outlook is thus one which all Governments should welcome; for increased imports of food mean increased exports of manufactures.

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## THE CHRONICLE OF THE CAR.

LOOKING through the annual report of the Automobile Association, I find ample evidence for the need of careful watchfulness on legislative matters. The Association gives a formidable list

and succinctly that these draft Orders were "examined in conjunction with the Motor Legislation Committee, and representations were made to the Ministry of Transport and other Departments concerned. As a result, substantial modifications were secured."

It is fortunate indeed that the motorist's interests are being looked after by his associations, else his lot would very soon become impossible. It may be agreed that the underlying idea of the Ministry of Transport's regulations is the public safety and convenience, but,

contributing one iota towards increased road safety. We have an example in the Road Vehicle Lighting Regulations, which primarily seem to have been designed with a view to reducing dazzle from powerful headlights. Had these regulations gone through in their original form, they would have created a virtual monopoly for one system of eliminating dazzle. If that system were absolutely the last word to be said on the solution of the problem, there would have been no complaint to make. But that last word has not been said, by a long way. What the Ministry seems to have forgotten or ignored is that for years the motorist and the manufacturer have been seeking for a solution of the dazzle problem, and that research is still being intensively pursued. To lay down hard and fast rules upon what device may be used and which may not is to stultify that research and stabilise a set of conditions which we all agree are not satisfactory either from the point of view of the

[Continued overleaf.]



MR. EDSER FORD VISITS THE ENGLISH "FORD" MOTOR WORKS AT DAGENHAM, IN ESSEX: THE SON OF MR. HENRY FORD (LEFT), WITH SIR PERCIVAL PERRY, CHAIRMAN OF THE FORD MOTOR COMPANY.

Mr. Edsel Ford visited this country eight years ago and turned the first sod at Dagenham, when building operations began at the "Ford" factory, in what was then an open stretch of country. He has returned to find a huge plant in full operation, employing some 10,000 men. Well might he remark that "Seldom has any other country seen so remarkable an industrial development in so short a time."

of draft Orders and Regulations which have been issued by the Ministry of Transport during the year under review, more than one of which would have exercised a baneful effect on the production and use of the motor-vehicle had they been allowed to go through unchallenged. These drafts deal with such diverse matters as direction indicators and "stop" lights, the closing of streets as playgrounds, and wireless sets on vehicles. The Report states modestly

unfortunately, the Ministry does not appear to be too well advised by its safety experts, and some of the draft regulations which have been reviewed during the past year have been, in their original form, merely restrictive without

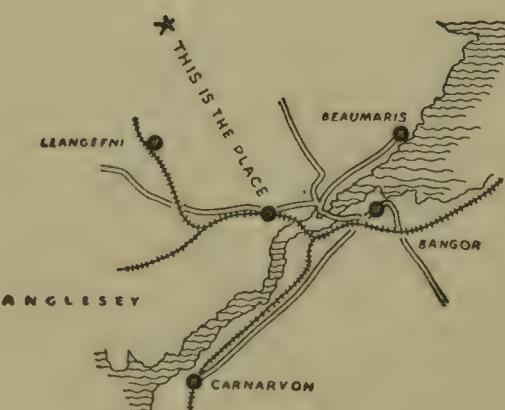
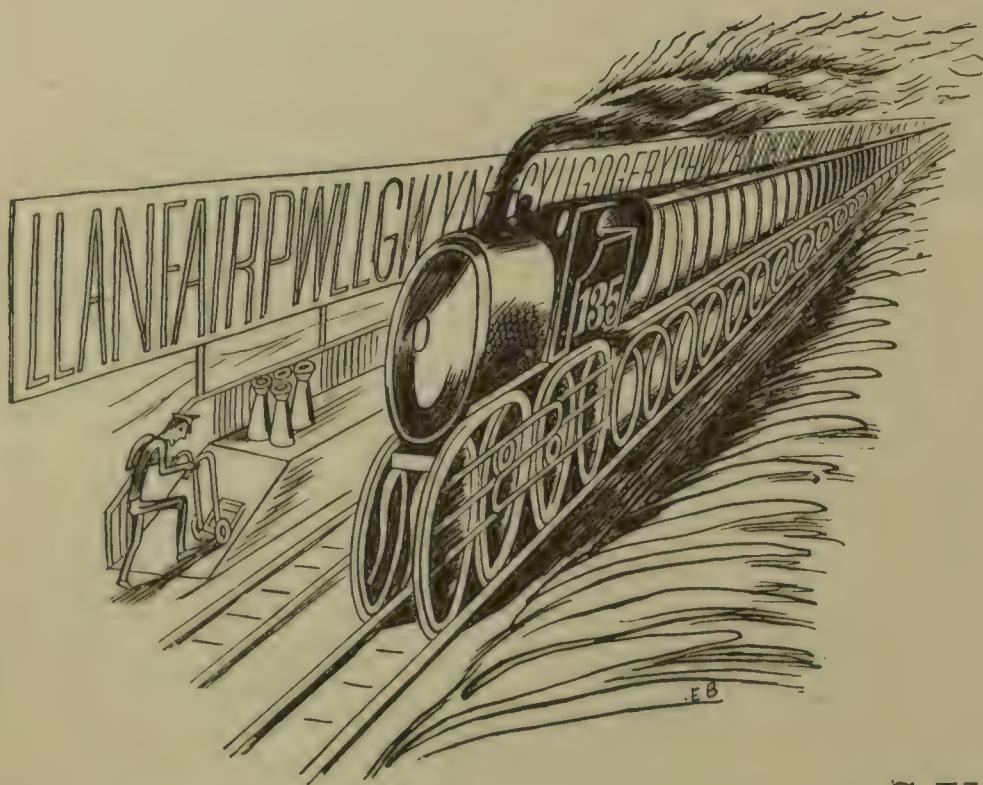


SPEED—AND PEACE: A 3½-LITRE BENTLEY STANDING IN ONE OF THE QUIET BEECH AVENUES OF SAVERNAKE FOREST, NEAR MARLBOROUGH.

The Bentley seen here has special coachwork built by that well-known firm Messrs. Hoopers.

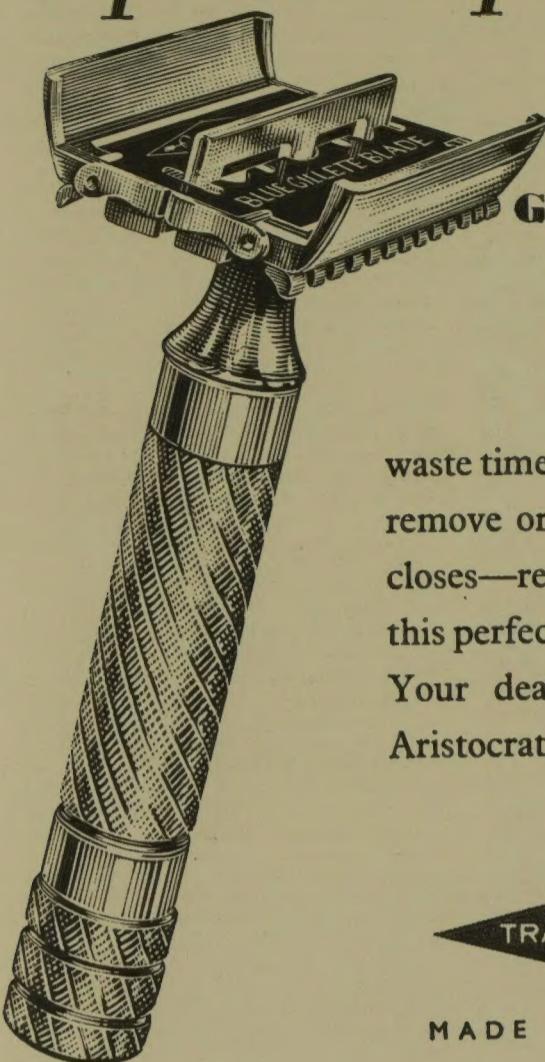
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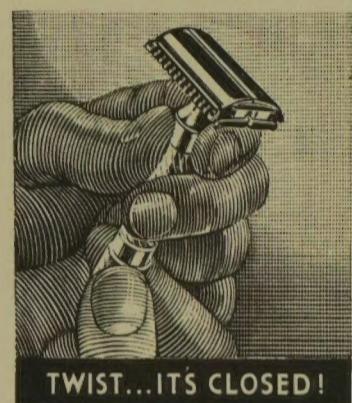


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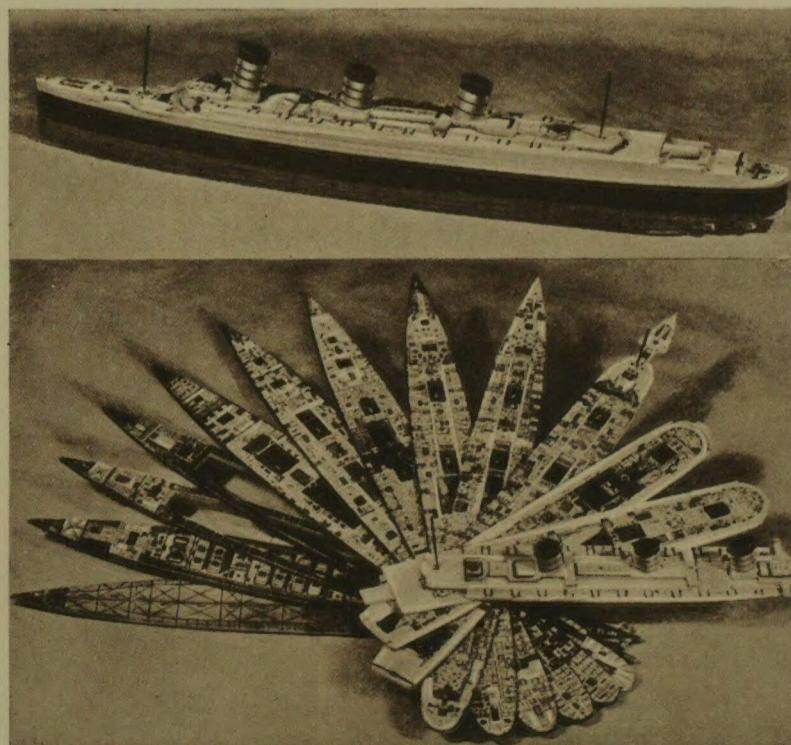
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*Continued.*

motorist himself or of the general public who are not motorists. Fortunately, the motoring bodies were able to obtain such modifications of the original draft as to make the new Regulations at least tolerable. Not that I think they will do much to ameliorate conditions. You cannot have light without glare, yet, obviously, you must have light for safe driving. And, equally, you cannot have it both ways.

Another interesting fact emerges from the Report. The beneficial effects of the reduction of 25 per cent. in the horse-power tax, which became effective last year, are shown by the fact that there was an increase during the year of 21.8 per cent. in the car registrations, leading to the employment of more than 49,000 additional persons in the motor industry. The maxim that over-taxation always defeats itself is as old as the hills. Here is a case in which a 25 per cent. reduction in a tax immediately produces a 22 per cent. increase in numbers of taxable vehicles. Allowing for the fact that one principal effect of the tax reduction was to popularise a car of somewhat larger horse-power, we see that what was lost on the swings has practically been made up on the roundabouts. But that does not go far enough. Every gallon of fuel used means a revenue to the State of 8d., and it is obvious that the greater number of cars in use means increased consumption of petrol and a consequently higher revenue. I believe, in common with many other observers, that a still further reduction in the horse-power tax to 10s. per unit would achieve some very remarkable results in development of motor transport, not only in this country, but in our motor export trade with the Dominions and overseas countries.

The following letter from a correspondent is interesting as showing the high performance of which the modern car of moderate power is capable—

I bought my first car thirty years ago and, as a private owner, have been interested in motoring developments since. Recently it occurred to me to find out how far one could travel between dawn and dusk in an ordinary family saloon car, driving in a perfectly normal manner and scrupulously observing the 30-m.p.h. limits, and so forth. And so, with a co-driver and observer to see that the 30-m.p.h. limits were kept to, I set off at dawn from Marble Arch, London, and proceeded up the Great North Road. The car—a 14/56 Wolseley—was new, so we did not push it for the first hour or two, but we found ourselves at Borobridge, in Yorkshire, for breakfast. Continuing, we had lunch at Stirling, tea at Inverness,

and arrived at John o' Groats just after 9.30 at night. There was still one-and-a-half hours of daylight left, but we had done so well that we had used up all the available road! So we had dinner by daylight and took photographs as well. I want to emphasize that there was no attempt at record-breaking. No petrol or food supplies were pre-arranged. We took turns at driving. We passed through eighty-three 30-m.p.h. limits; their total distance, which we logged, being 89 miles. The car averaged well over 20 miles to the gallon and took no oil on the 700-mile run. The greatest discomfort we experienced was to find that we could not get a bath at John o' Groats, as the consistent dry weather in the north

## "BRIDLEWAYS THROUGH HISTORY."

*(Continued from Page 234.)*

Forest Laws. Lady Apsley urges that the policy initiated by the Conqueror in this respect had the beneficial result of preserving game for posterity. Whether that be so or not, no laws succeeded in restraining the common Englishman from hunting, nor (in spite of the rigorous legislation on the subject) from breeding and training his hounds. Even in what we should nowadays call the "hunting world" of the Court and nobility, there was much more simplicity in field-sports than on the Continent, though many French customs were imitated, and traces of them still survive (e.g., "pink," which is a relic of the French royal scarlet). Most country houses had their small private packs, and the pursuit of game existed as much for the practical purposes of the household as for sport; the country gentleman's park, as Lady Apsley says, was his larder. We were, indeed, reproached by our Continental neighbours with a certain crudeness in our sport, and there was a period in the sixteenth and seventeenth centuries when hunting was scarcely distinguishable from shooting, deer being coursed by hart-hounds and shot with arrows and bolts from safe, concealed "pavilions." English horsemanship was also considered much more rustic than the elaborate styles of the Italian, Spanish, and French schools, although Cromwell was to show that the native, homely style could produce some of the finest cavalry in the world.

The Stuarts undoubtedly gave a powerful stimulus to the breeding of horses in England. Charles I., though never a mighty hunter before the Lord, was reputed to be one of the finest natural horsemen in Europe. His son gave a new turn to the English cult of the horse by his preference for racing over the traditional type of royal hunting *par force*. Horse-racing, under royal patronage and with its headquarters at Newmarket Heath, rapidly developed into a highly-organised national sport, and simultaneously, throughout the eighteenth and nineteenth centuries, "hunting was the main pastime of the English country gentleman, whether a great landowner or a small one." It received another stimulus when, after the Napoleonic Wars, a large number of officers returned to England with leisure on their hands and an urgent need for field-sports as a substitute for military exercises. Until

about the middle of the eighteenth century, hare-hunting had been the chief amusement, but the breeding of fox-hounds had not been neglected, and gradually, under the influence of a number of celebrated Masters, such as Assheton-Smith, Osbaldeston, and John Mytton, fox-hunting came to acquire the sovereignty which it has now held for over a century in our country sport. Many influences—land enclosures, wars, humanitarian opinion, changing social and economic conditions—have frequently threatened it, filling its devotees with gloomy forebodings; but it still seems to possess all the vitality which Lady Apsley claims for it.



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has resulted in a water shortage! British cars, such as the 14/56 Wolseley, which can put up a performance such as this, have little to fear from foreign competition, and equally, it is futile to say that modern road conditions and regulations seriously interfere with freedom of travel in these days.

An excellent day's run indeed. It is a pity the total mileage is not given by my correspondent—it must have been in the region of 800.

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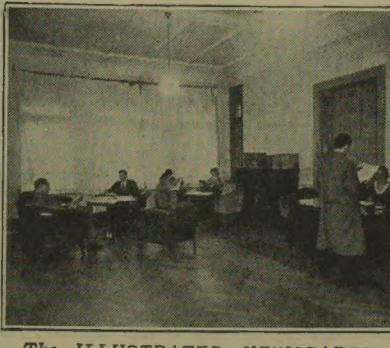
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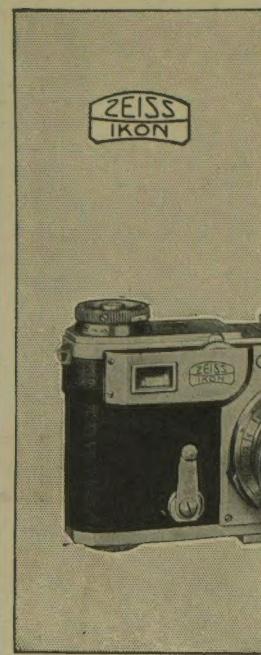
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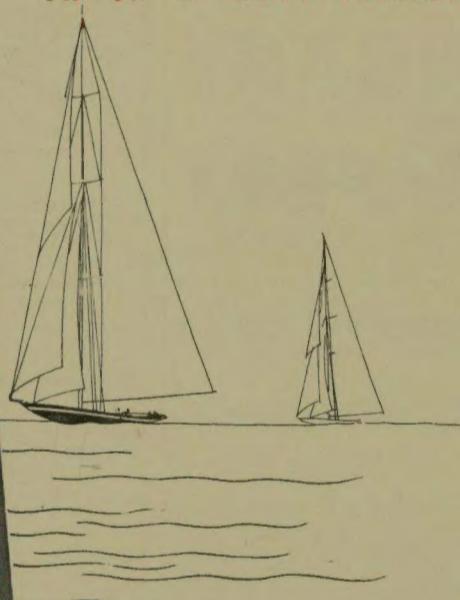
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